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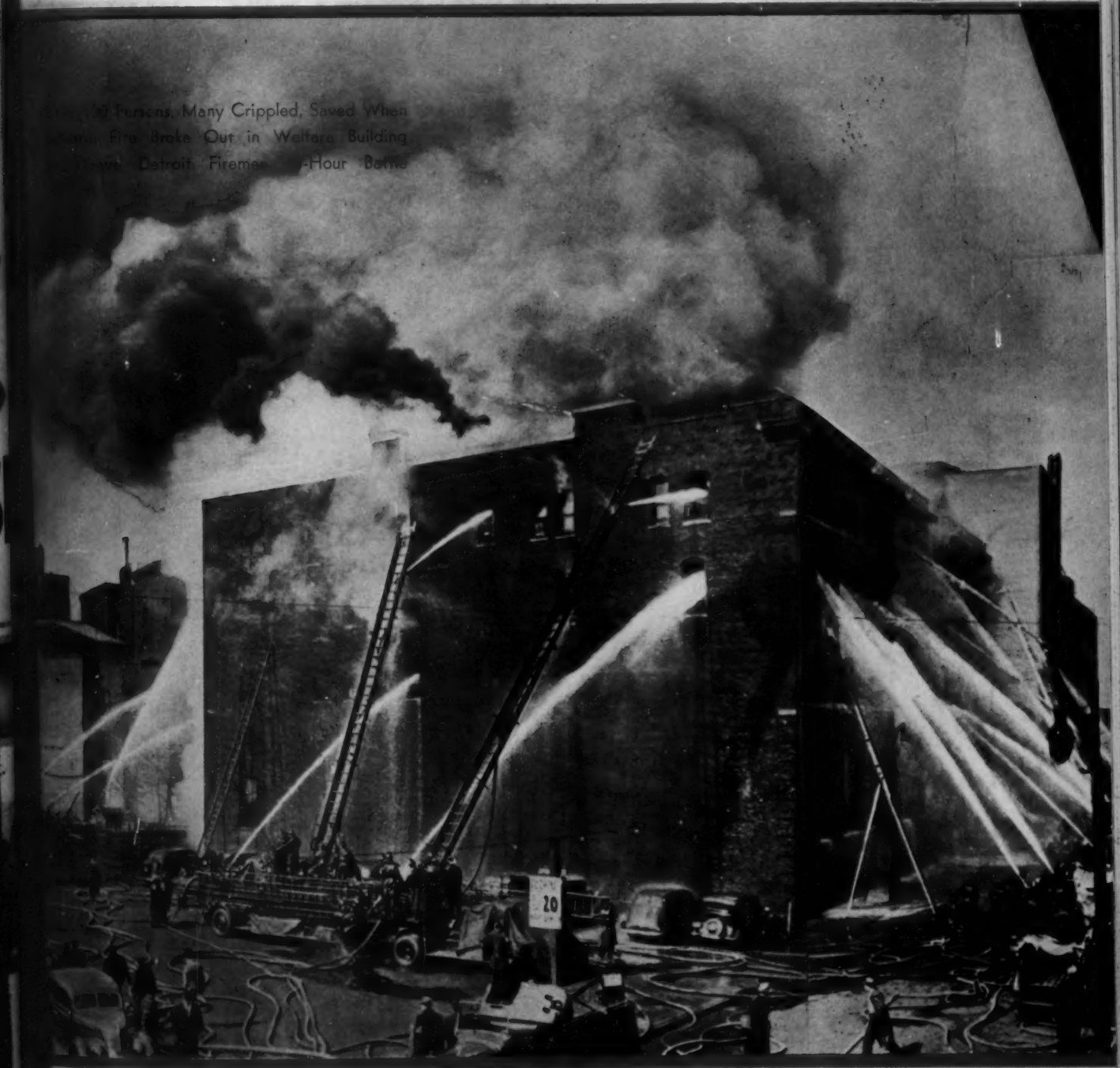
FIRE ENGINEERING

The Journal of the Fire Protection Profession Since 1877

91, No. 4 APRIL, 1938 Member A.B.C.-A.B.P.



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...Detroit Firemen ...-Hour Battle

40%

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CARLTON ODOM, Fire Chief.

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Photo shows men with INDIANS accompanying fire truck to fight large forest and grass fire on Long Island. Tanks carry high on shoulders and do not chafe carrier's hips when walking or running.

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The average city can handle all its small fires with this swift, economical fire fighter. Think of the SAVINGS in TIME, in MEN, in MONEY.

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Fire Chief Odom (see letter above) of Jacksonville swears by the sensational performance of Indians and thousands of Fire Chiefs all over the country are Indian "fans." *Get Ready for Those Troublesome Spring Grass Fires.*

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Top view shows INDIANS being used to put out roof fire. The fact that the INDIAN straps on the back leaving arms free for climbing ladders makes it especially valuable on work of this kind. Below; making short work of grass fire. At bottom; INDIANS in rack at Long Lake, N. Y., fire house.

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NOZZLES CRUSHED TO Road and CANNOT BECOME LOST
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COMBINATION BRASS HANDLE FOR CARRYING TANK AND FOR HOLDING PUMP
EXTRA HEAVY TANK HAS SOLID BRASS BOTTOM, ALL JOINTS LOCKED AND SOLDERED. QUILT STRONG.

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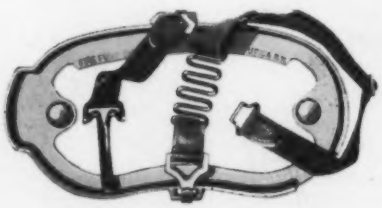

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The above photograph shows a Seagrave 100 foot ALL-Steel Aerial Ladder Truck which is being delivered to the City of Los Angeles, California. It is the same type of equipment used so effectively by the Lowell, Mass., Fire Department in the recent spectacular rescue of a man from Merrimac River. The complete rescue story is told by Chief James C. Sullivan on another page of this issue of Fire Engineering.

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and THE FIRE ENGINEER

FIRE ENGINEERING

The Journal of the Fire Protection Profession Since 1877

ROBERT H. LOCKWOOD
Associate Editor

FRED SHEPPERD
Editor

N. N. WOLPERT
Assistant Editor

"We Have With Us"

AT its last convention, the International Association of Fire Chiefs honored the venerable Chief George M. Kellogg of Sioux City, Ia., by electing him President Emeritus in recognition of his long and faithful service to the organization. He has been a member in good standing since 1874 — *nearly sixty-five years*—and served as President in 1907.

● Chief Kellogg, we are proud to say, has been a regular reader of FIRE ENGINEERING for nearly fifty years—since the days when the magazine was known as the National Firemen's Journal. In fact, he has the distinction of being our oldest subscriber, which certainly is something. We don't know, but it is our guess that no other magazine in the country can boast of ever having held a subscriber for fifty years. We think it's an all time record.

● Long live Chief Kellogg and may there be many more like him!

The Publishers

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● *INTENSIVE INVESTIGATION proved this Ahrens-Fox 1000-Gallon Twin Triple Piston Pumping Engine "the Fire Equipment of Tomorrow for the World of Tomorrow."*

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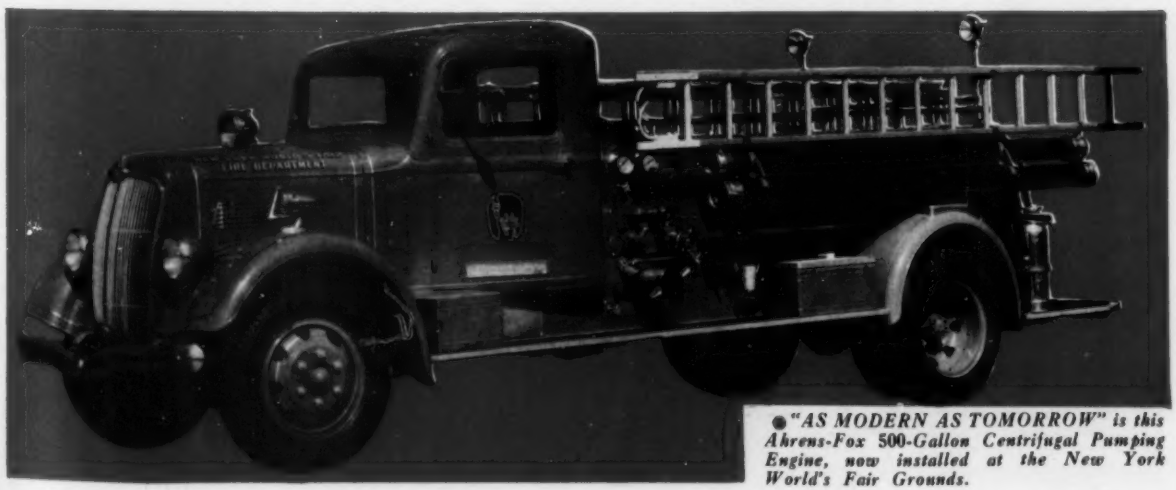

● *"AS MODERN AS TOMORROW" is this Ahrens-Fox 500-Gallon Centrifugal Pumping Engine, now installed at the New York World's Fair Grounds.*

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Supervisory alarms, indicating impairment of sprinkler systems . . **108,769**

Waterflow alarms, indicating fire conditions or serious leaks **1,768**

Percentage of fire and water damage losses to insurable values of protected properties . . . . . **2/100ths of 1%**

During the past ten years, subscribers to A.D.T. Sprinkler Supervisory and Waterflow Alarm Service have enjoyed 99.97% IMMUNITY FROM FIRE AND WATER LOSSES.

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Investigations of failures of watchmen to signal on schedule **179,800**

The total number of signals supervised was approximately 300,000,000; hence, the watchman patrol efficiency was **99.94%**

Manual Fire Alarms handled. . **1,353**

Percentage of fire losses to insurable values . . . . . **2/100ths of 1%**

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Burglar and Holdup Alarm Services

Burglars captured as result of A.D.T. alarms **455**

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A.D.T. Central Station Protection Services are available in 350 communities throughout the country. Booklets describing these services, as well as any other information desired, will gladly be sent upon request. Write to the A.D.T. Executive Offices, 155 Sixth Avenue, New York, N. Y., or to the nearest A.D.T. Central Station Office.

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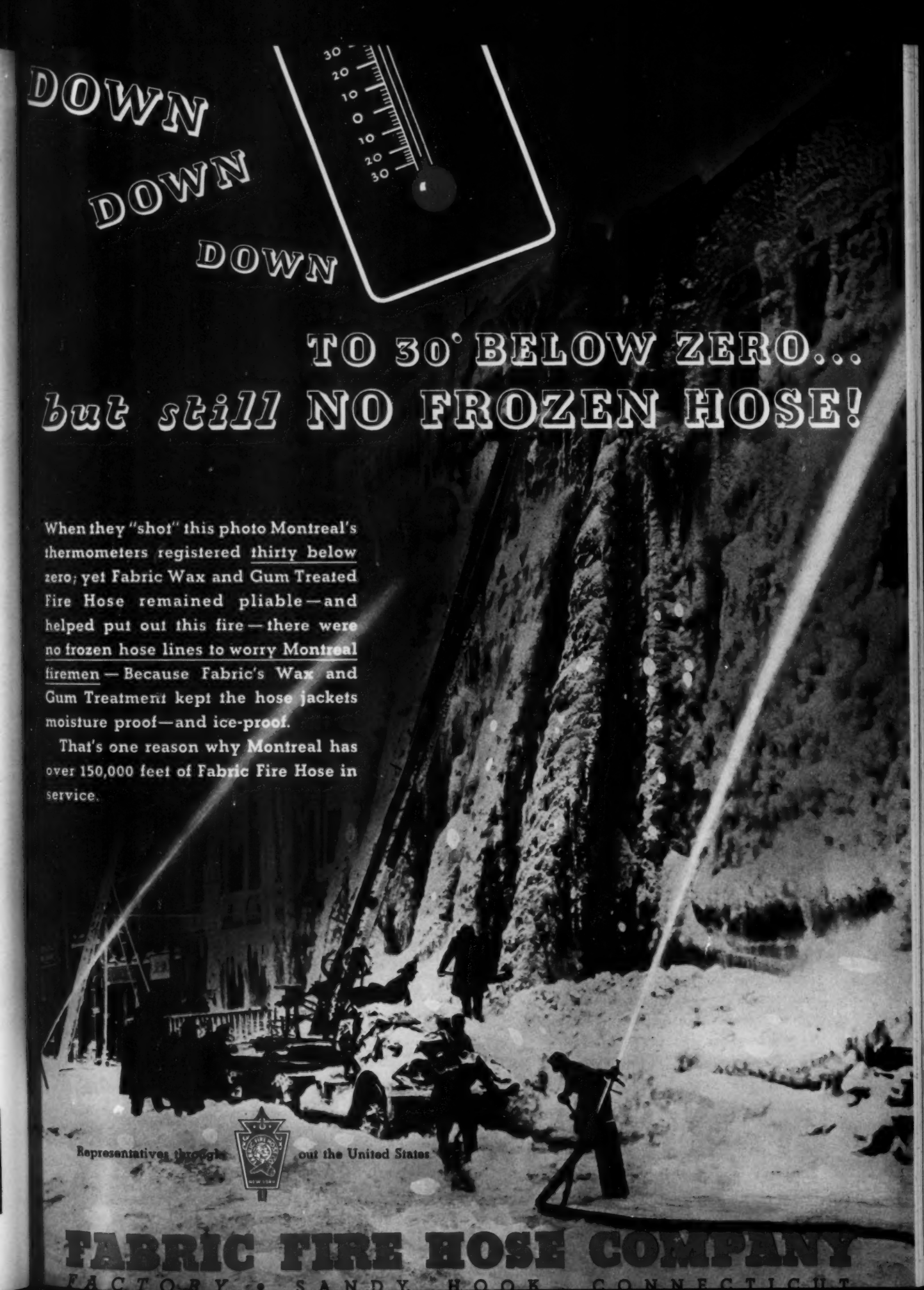
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TO 30° BELOW ZERO...
but still NO FROZEN HOSE!
When they "shot" this photo Montreal's thermometers registered thirty below zero; yet Fabric Wax and Gum Treated Fire Hose remained pliable—and helped put out this fire—there were no frozen hose lines to worry Montreal firemen—Because Fabric's Wax and Gum Treatment kept the hose jackets moisture proof—and ice-proof.
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FIRE ENGINEERING

The Journal of the Fire Protection Profession

Volume 91 APRIL, 1938 No. 4

With the Editor

Sleeping in Firehouses The advent of the three-platoon system in the fire service brings with it a new problem in department administration: Shall the men on the 12 p.m. to 8 a.m. shift be permitted to spend the larger part of that period in bed?

As far as efficiency of the department is involved, sleeping should be permitted. But from the standpoint of public reaction, it would be most inadvisable.

The average workman on night shift, who must work just as hard during his eight-hour spell at night as he does on day shift, would deeply resent firemen being "paid for sleeping."

As fire runs in residential areas are often few and far between, and as the majority of residents are more familiar with the fire service in such areas than in the industrial or business districts, particularly insofar as night runs are concerned, the reaction of the public to firemen sleeping on the night shift would be unfavorable.

With Taxpayers Associations campaigning for economy in municipal administration, and with business men complaining of the high cost of government, the Fire Department permitting men on the three-platoon to sleep out their night turn of duty would be in a mighty vulnerable position. Salary advances would be impossible; further improvement in working conditions would be unattainable; the firemen would truly be "on the spot."

The biggest asset the fire service has today is public goodwill. It would be disastrous to lose this.

But if firemen are prohibited from sleeping on the lobster shift (12 p.m. to 8 a.m.), some useful occupation will have to be provided. If Fire Department work is not found for them, it won't be long before some economy-minded administration will be having them doing work foreign to the fire service, such as aiding the Police Department, the Street Cleaning Department (in snow removal during the winter) or other municipal departments.

This question of sleeping on the eight-hour night shift is one in which public relations must supersede immediate efficiency, to the end that efficiency will not be seriously reduced in the future through the inauguration of innovations forced by public sentiment.

* * *

I. A. F. C. Moves on! As announced elsewhere in this issue, the International Association of Fire Chiefs has embarked on an educational program of tremendous potentialities. Cooperating with it are the Office of Education of the U. S. Department of the Interior, the National Board of Fire Underwriters,

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and the International Association of Fire Fighters.

Facilities are to be set up at the Headquarters Office in New York to coordinate the efforts of the various participating organizations and make available to firemen in all states of the union the benefits of organized training.

Credit for getting the program under way at this time, rather than at some future date, is due to Chief Daniel B. Tierney, President of the International Association of Fire Chiefs, who has devoted much time and effort in lining up the various cooperating bodies and getting work started.

This program will do much in increasing the prestige of the International, to say nothing of the great benefits resulting to the fire service and to the public which it serves.

* * *

Headed in the Right Direction Massachusetts has been singularly successful in reducing arson fires, and, incidentally, in convicting incendiaries. Much of what she has accomplished has been due to the fine cooperation secured from municipal fire-fighting forces in that state. In fact, the whole arson control program centers around Fire Department cooperation.

And now the State of Maine, through the initiative of C. W. Lovejoy, Commissioner of Insurance, is embarking on a program to build up an organization among Fire Chiefs to combat incendiary fires. Success should be assured, for the authorities are starting out in the right direction by building the plan around the Fire Chief.

Arson still remains the foremost cause of large fire losses, and only by effective anti-arson activities can the national fire loss be materially reduced.

Educate the fire service in arson control measures—detection and preservation of evidence of incendiarism—and secure its wholehearted cooperation, and success will be certain.

It is a sound procedure. Congratulations to Maine for her progressive program!

* * *

A Victory for Civil Service Shortly after his inauguration, Mayor Wilson, of Philadelphia, stripped Chief Ross B. Davis of all authority in the Fire Department and reduced to the rank of hoseman his able aide, Deputy Chief William Simmler.

Chief Simmler was reinstated as Deputy Chief by the Municipal Civil Service Board, which has since been reorganized by Mayor Wilson, but was not assigned to duty.

Battalion Chief Charles A. Gill was made Acting Chief by the Mayor, and has served in that capacity for the past two years.

These administrative changes, unjustified, unfair and disastrous to discipline and efficiency in the department, were made for purely political purposes.

And now word has been received that the State Supreme Court has just rendered a decision that upholds the action of the former Municipal Civil Service Board and apparently breaks Mayor Wilson's strangle hold on the Fire Bureau. The decision restores Chief Davis to active command of the department and reinstates Simmler as Deputy Chief.

This is a signal victory for honest civil service and should prove heartening to Fire Departments throughout the country. Such a clean-cut check on political interference with Fire Department administration should have repercussions in the fire service from coast to coast.

Fred Shepperd

Necessity of Man Power to a Fire Department

Tendency Is to Under-Staff Fire Service—Importance and Value of Proper Personnel Shown in This Discussion

By JOHN J. T. WALDRON
Deputy Chief, New York Fire Department

A FIRE Department may be organized as a volunteer, a part-paid, or a fully-paid system. Such status is usually established by the size of the community and the wishes of its citizens.

In small towns and villages, a volunteer or part-paid force may suffice, but with the growth of the municipality, a fully-paid system is a natural sequence.

Regardless of what system may be in effect, the members of the Fire Department must at all times be considered and called "firemen" in the broadest meaning of that term, and the officer who serves as Chief of Department has a grave responsibility in the administration and practical operation of the fire service.

Chief Should Emphasize Need for Man Power

It should be the Chief's constant effort to inform the general public of his community, as well as the elective and appointive officials of his city's administration, of the need for providing proper and adequate man power for the Fire Department.

Too often, Boards of Council, Commissioners of Safety Departments, Mayors and like officials, either through lack of understanding or for other reasons, fail to appreciate that the depletion of a fire-fighting force is an actual example of maladministration and an unduly created and maintained hazard to the community.

There are cases on record where misguided or misinformed city administrators have suggested that the members of the Fire Department serve as "police traffic officers," or at other such tasks, which such administrators term, "spare time while on duty." Such ideas can be likened to providing an army to defend a town and then sending the same protective force to sea as a navy.

Unfortunately, no Fire Chief has an Aladdin's Lamp which he may rub to summon a good genie, who will supply man power just by wishing in time of need.

The National Board of Fire Underwriters' "Standard Schedule for Grading Cities and Towns as to Fire Defenses," is a generally accepted pamphlet, the result of long years of experience, and may well serve as a guide for all Fire Chiefs in determining what man power should be demanded for their department and community.

Briefly, for fully-paid departments, such Schedule provides:

OFFICERS: There shall be a Chief, and for over two existing companies, an Assistant or Deputy Chief, who shall be in charge in the absence of the Chief. For over 12 companies there shall also be a chief officer (Battallion or District Chief) on duty at all times, for each additional eight companies; such officers shall not be credited in company strength.

Sufficient company officers shall be provided to have one on duty at all times with each engine, hose or ladder company, or each combined company.

Strength of companies should be maintained as follows:

Companies	Least Men on Duty Day Time	Least Number of Men on Duty Night Time
Within or near High Value District:		
Engine Company	6	8
Ladder Company	7	9
Hose Company	5	7
Water Tower Company	1 or 2	1 or 2
In other Districts:		
Engine Company	4	6
Ladder Company	5	7
Hose Company	3	5

Need for Competent Operators

There should be a sufficient number of competent operators (engineers and chauffeurs), so as to have one on duty at all times in each company for each engine or motor driven apparatus.

Where emergency rescue, salvage or auxiliary squads, or chemical companies equipped with straight chemical engines, respond to alarms, and aid other companies, the manual strength of these companies may be assumed as offsetting by one man the deficiency in other companies, the number of companies affected in each district considered being the same as the strength of the squad during the time when the strength of the other companies is a minimum.

In departments having "call or volunteer members," with tappers in houses, or sufficient tower bells, horns or whistles, four call or eight volunteer members may be considered equivalent to one full paid member, up to one-third the least number required to be on duty at all times. Volunteer or call members sleeping at fire stations may be considered as the equivalent of paid men in estimating the night strength.

Must Visualize Typical Operation

In analyzing the suggested provisions for man power, let us visualize the ordinary fire conditions as we experience them. As for example:

Under the present two-platoon system which is in effect in full paid departments, while the platoons are equally divided, if there be eight men on the night tour and the same number on the day tour, owing to many incidental and necessary duties performed in addition to actual fire service, one or more members may be temporarily engaged in such duties other than fire-fighting. These other duties include: Inspection of buildings, inspection of hydrants, service of notices and other details directly connected with Fire Department work. Thus with six men on duty to respond to an alarm in the day time, the following will be a typical operation: A fire occurs on the fourth floor of a five-story building and later

extends to the fifth floor. Everything is in our favor. The hydrant is directly in front of the building. The usual rule of stretching one length of hose per floor is followed and five lengths laid. When the line is taken to the fourth floor, the fire is extinguished there, and the line is then taken to the top floor.

A length of 2½-inch hose weighs approximately 75 pounds, will contain about 12.9 gallons of water, each gallon of water weighing 8⅓ pounds, so the total weight will be 175 pounds per length of hose charged with water, or 875 pounds for the five lengths. As one fireman is operating the pumper, the remaining five men are expected, under heat and smoke conditions, to move 875 pounds of equipment, or an average of 175 pounds per man.

This is not too much to expect from the firemen, but is merely offered as an illustration for thought of what the circumstances may be if the number of men on duty be lessened.

During the last score of years, the two-platoon system was introduced into the fire service, and with the trend of modern times, the three-platoon system is now undeniably coming into Fire Departments. Regardless of what system may be, or may come into effect, it should always be kept in mind that the basic required strength for fire service must be adhered to.

Figures have been quoted which tend to show that the installation of the two-platoon system resulted in an increase from 50 to 100 per cent in the personnel of Fire Departments. (In New York City, the increase was about 17 per cent.) But whenever such figures are quoted, consideration should be given to the fact that in many cases the Fire Department was actually undermanned before the platoon system was installed.

If the basic strength has been provided for any Fire Department, any increase in the number of officers and firemen which may be made for a two-platoon or a three-platoon system should be properly charged to permit the arrangement of lessened hours on duty and more recreation time to such members in accordance to modern thought in industry.

The providing of proper man power in Fire Departments is an actual investment for profit by citizens of any community which will be reflected in reduction in insurance rates, reduction in fire losses, and that satisfaction which comes from the sense of security that their property and those they hold dear are properly protected.

(Excerpts from a paper read before the annual convention of the Eastern Association of Fire Chiefs.)

FIFTH ALARM FIRE AT DETROIT IMPERILS MANY CRIPPLES AT WORK IN BUILDING

Blaze in Goodwill Industries Building Results in Some Unusually Fine Rescue Work by the Detroit Fire Department of Persons Physically Handicapped

By Walter F. Israel
Chief, Fire Department, Detroit, Mich.

ON March 10, 1938, Detroit had its first fifth alarm fire for the year and the biggest downtown fire since May, 1937. The fire originated at 1453 Brush Street, on the second floor of a four-story brick building, with ordinary wooden floor construction. It was approximately 110 feet deep by 126 feet front, was 48 years old, and was occupied by the Goodwill Industries, an organization that provided employment for crippled and physically handicapped persons. An illustration of the fire is shown on the cover of this issue.

An alarm from Box 54, located at the corner of Gratiot and Randolph Streets, about a block from the fire, was received at the Fire Department Central Office at 11:47 a.m., and on arrival of the first assignment of companies, the fire was spreading rapidly throughout the building. Multiple alarms were sent in as follows: second alarm at 11:51 a.m.; third alarm at 11:52 a.m.; fourth alarm at 11:57 a.m., and fifth alarm at 12:10 p.m.

How Fire Was Fought

Fifteen pumping engines, five ladder trucks, three high pressure companies, one water tower, two rescue companies and the department ambulance responded to the fire. Chief Walter F. Israel responded on second alarm and was assisted by his Assistant Chief and six Battalion Chiefs.

The fire was extinguished with thirty-four 2½-inch hose lines from the engines and twenty-three 3-inch lines from the High Pressure Companies and the Water Tower. The High Pressure Pumping Station pumped 1,631,000 gallons of water through the high pressure lines, and including all lines more than 3,500,000 gallons were poured into the building before the fire was completely extinguished. About two hours elapsed from the time of first alarm before the fire was well under control, and more than twelve hours passed before the last company returned to their quarters.

Chief Walter F. Israel

Three firemen suffered injuries and were treated at the department ambulance, two of them being put off duty by the department doctor, one having suffered a rupture and the other a badly turned ankle.

Many Cripples Endangered by Fire

Due to the highly combustible contents of the building, which consisted of paints and oils, cotton cloth, etc., used in the repairing and rebuilding of old furniture, mattresses, etc., for resale, the fire had gained rapid headway before

Fighting the Fire at Goodwill Industries

(*Continued on page* 154)

Employment Conditions of Policemen and Firemen

Compensation, Conditions of Employment and Retirement Benefits of Firemen

Of the 293 cities in the United States from which complete information was received with respect to compensation, conditions of employment and retirement benefits of policemen and firemen, five do not maintain paid Fire Departments and are still dependent upon a volunteer fire-fighting force. These cities, all in the state of Pennsylvania, are Reading, Chester, York, Hazleton and Norristown.

Range of Entrance Salaries in U. S. Cities

Entrance salaries for firemen in the 289 cities range from a low of $600 for fourth grade firemen in Oklahoma City, Okla., and $720 in Laredo, Tex., to a high of $2,600. Oklahoma City has a salary range of $600 to $1,740 per annum. Laredo, Tex., has but one salary rate. In addition to these two cities, only Mobile, Ala., with but one salary rate of $1,020 and Montgomery, Ala., whose salaries range from $1,080 to $1,188, pay their first year firemen a salary of less than $1,100.

The only city in the United States which pays an entrance salary of $2,600 is Jersey City, N. J., and in that city there is but one salary rate. With this sole exception, the highest entrance salary paid to firemen in any city in the United States is $2,300, in Bloomfield and Hackensack, N. J., in both of which cities the salaries of firemen range from $2,300 to $2,500. The average entrance salary in all of the 289 cities, including Jersey City, N. J., is $1,673.60.

New York City pays an entrance salary of $2,000. The lowest entrance salary in any of the other four cities with a population in excess of one million is in Philadelphia, Pa., where the rate is $1,825. Chicago, Ill., pays the highest rate, $2,140. The average entrance salary in these four cities is $2,001.25. Boston, Mass., and Baltimore, Md., pay the lowest entrance salary among the eight cities with a population of 500,000 to a million. The rate in both of these cities is $1,600 per annum. The highest rate in this group is in San Francisco, Cal., which pays $2,160. In the group of eleven cities, exclusive of Jersey City, N. J., with a population between 300,000 and 500,000, the lowest entrance salary is $1,347 in Louisville, Ky. Rochester, N. Y., which has only one rate and Newark, N. J., pay the highest entrance salaries of $2,100 per annum. The average entrance salary in the eight cities from a half million to a million population is $1,822.50. The average is $1,861 in the twelve cities between 300,000 and 500,000 population.

The Citizens' Budget Committee of New York City recently made a study of compensation, conditions of employment and retirement benefits of policemen and firemen in 293 cities in the United States.

Believing that the comparative data on the two branches of municipal service compiled by the Committee will be of interest to members of the Fire Service throughout the country, FIRE ENGINEERING plans to publish serially the essential portions of the tabulation. This second article treats with the Fire Service. Subsequent articles will consist of salary and other tabulations for both policemen and firemen.

Maximum Salaries

Laredo, Tex., with its one salary of $720 per annum, pays the lowest maximum salary of all the 289 cities. The highest maximum salary is $3,000 per annum. Besides Jersey City, N. J., only three other cities in the United States pay a $3,000 maximum salary. These cities are New York City, and Yonkers and Mount Vernon, N. Y., both of which latter cities adjoin New York City. Two other cities in the Metropolitan New York area, New Rochelle and White Plains, N. Y., pay $2,750 maximum salaries. Montclair, N. J., also included in the Metropolitan New York area, pays a top salary of $2,700. Only three other cities in the entire United States, in addition to these seven cities in the Metropolitan New York area, pay their firemen a top salary in excess of $2,500. Detroit, Mich., and Pittsburgh, Pa., both pay a maximum salary of $2,520. In Atlantic City, N. J., the top salary is $2,550. The average maximum salary in all of the 289 cities is $1,928.22.

The salary in Yonkers, N. Y., ranges from $1,940 to $3,000 and in Mount Vernon, N. Y., the entrance salary is $1,800 and the top salary $3,000. In New Rochelle, N. Y., the entrance salary is $2,112. Montclair, N. J., pays an entrance salary of $1,600 and in White Plains, N. Y., firemen enter the service at $2,000.

As in the case of policemen, the top salaries for firemen in each of the five cities, adjacent to New York City, exclusive of Jersey City, N. J., which are in excess of $2,500 per annum, were raised to their present levels after the referendum in New York City in 1929, as a result of which salaries of first grade firemen and first grade patrolmen in New York City were increased in 1930 from $2,500 to $3,000.

First grade firemen in Yonkers, N. Y., were increased from $2,500 on July 1, 1930. In Mount Vernon, N. Y., first grade firemen were increased from $2,500 after a referendum in 1930. Prior to January 1, 1937, first grade firemen in New Rochelle, N. Y., received $2,577.50. Montclair, N. J., increased the salaries of its first grade firemen from $2,500 in 1930. In White Plains, N. Y., the top salary of firemen was increased from $2,500 on January 1, 1931.

What Four Largest Cities Pay

Of the four largest cities in the United States, outside of New York, the lowest maximum salary is paid by Philadelphia, Pa., where the rate is $2,190. Detroit, Mich., pays the highest rate, $2,520. The average in the four cities is $2,402.50. Of the eight cities having a population between 500,000 and a million, the lowest top salary is $1,800 in Baltimore, Md. The highest, $2,520, is in Pittsburgh, Pa. The average of the eight cities is $2,226. In the eleven cities, exclusive of Jersey City, N. J., having populations of 300,000 to 500,000, the lowest maximum sal-

ary is paid in Louisville, Ky., where the rate is $1,536. Newark, N. J., pays the highest rate, $2,500, and the average of the twelve cities is $2,106.

Next to Laredo, Tex., with its one salary rate of $720 and Mobile, Ala., with its single rate of $1,020, the lowest maximum salary in the United States is to be found in Montgomery, Ala., which pays $1,188. There are only six other cities which pay their firemen maximum salaries of less than $1,400 per annum. These cities and their maximum salary rates are Quincy, Ill., and Raleigh, N. C., $1,380 each; Charleston, S. C., $1,346; Meridian, Miss., and Baton Rouge, La., $1,320 each, and Fort Smith, Ark., $1,236.

In the 289 cities, the average mean salary is $1,794.68. In the four largest cities outside of New York, the average mean is $2,201.87. The average is $2,086.87 in the eight cities with populations between 500,000 and a million. In the twelve cities with populations ranging from 300,000 to 500,000 the average is $1,983.62. The mean salary in New York City is $2,500. Save for Jersey City, N. J., no other city in the United States pays a mean salary as high as that paid in New York City.

Years of Service to Reach Top Grade

The number of years of service required of firemen before they reach the top grade and salary, ranges as high as fifteen years in Jacksonville, Fla., and Savannah, Ga. In Lynchburg, Va., fourteen years are required. Ten years are required in Warren, Ohio, and nine years in Berkeley, Cal. It takes seven years to reach the top grade and salary in Yonkers, N. Y; Montclair, N. J., and Madison, Wis. The requisite in Pittsburgh, Pa.; Mount Vernon, N. Y.; Columbus, Ga., and Newport News, Va., is six years.

Only three cities in the United States of the nine cities, exclusive of Jersey City, N. J., which pay their firemen top salaries of more than $2,500 a year, permit the firemen to advance to that salary in less than five years. New York City advances its firemen from $2,000 to a top salary of $3,000 after three years of service. Detroit, Mich., advances them from $2,100 to $2,520 after fifteen months service. Atlantic City, N. J., advances them from $2,050 to $2,550 after three years of service.

In Yonkers, N. Y., where the entrance salary is $1,940 and the top salary is $3,000, it takes seven years to reach the top. In Mount Vernon, N. Y., it takes six years to advance from an entrance salary of $1,800 to a top salary of $3,000. Five years is required in New Rochelle, N. Y., to advance to a top salary of $2,750 from the entrance salary of $2,112. White Plains, N. Y., requires five years of service for advancement from $2,000 to the maximum of $2,750. In Montclair, N. J., the firemen can only reach top salary of $2,700 after serving seven years from their entrance at $1,600. Pittsburgh, Pa., advances them from an entrance salary of $1,800 to a top salary of $2,520 after six years of service.

Work Longer Hours Than Policemen

Firemen throughout the country work longer hours than do policemen. This is due to the fact that, although a fireman may be on duty, his work, except while actually engaged in fighting a fire, is by no means as rigorous as the work of a policeman, who, in most cases, is actually on patrol or on traffic duty during his entire tour every day that he is on duty. Of the 288 cities covered by this report, the firemen in 246, or more than eighty-five per cent of the cities, are on duty seven days a week, twelve hours a day, eighty-four hours a week.

Springfield, Mo., and High Point, N. C., require their firemen to work six days a week, twenty-four hours a day, one hundred and forty-four hours a week. Springfield, Mo., allows them one day off weekly with pay and ten days' vacation annually. High Point, N. C., provides one day off weekly with pay and fourteen days' annual vacation. Louisville, Ky., Beaumont, Tex., and Wichita Falls, Tex., each require seven days on duty, sixteen hours a day, one hundred and twelve hours weekly, with no regular days off. Ten days annual vacation is allowed in Louisville, Ky., fifteen days in Beaumont, Tex., and sixteen days in Wichita Falls, Tex. in Manchester, N. H., firemen are on duty continuously with one day off in every four and fourteen days annual vacation.

(*To be continued*)

Emblem for Volunteers

Instructions have been issued to Seth T. Cole, counsel of the Firemen's Association State of New York, to register a design for a volunteer firemen's emblem to be used as an identification similar to lodge insignia.

The emblem is three-eighths inch in diameter, of Government bronze, and represents a sunburst with six projecting rays. Around the rim is a hose with nozzle and coupling and, surmounting the center, a fireman's helmet. There are letters "N. Y." to identify the wearers as New York volunteers, but it is hoped to have the emblem adopted by volunteers in other states, and the states' abbreviations will appear.

The design was worked up under the direction of Fred A. Davis, Ft. Edwards, N. Y., Secretary of the association.

Educating the Public in Effective Fire Prevention Methods

A display, calling attention to some of the common fire hazards, and also practices to prevent fires, was arranged by Chief Henry R. Taft, of Norwich, Conn., in the business section of his city.

PROMOTIONAL STUDY COURSE

Herein is presented a series of definitions, questions and answers designed to aid fire department officers in preparing themselves for promotional examinations. In this department, which appears monthly, will be included questions typical of examinations held throughout the country.

Definitions

Fire-Resistive Construction: A better name than fireproof construction. It means that buildings and all of the parts of buildings are designed and arranged to retard the action of fire. (There is really no such thing as a fireproof building.)

Flashing: Broad sheet of metal with one edge inserted into the joints of brickwork or woodwork, and projecting out several inches and fastened down close to the roof to prevent leaks.

Floor Lights: Heavy glass in wood or iron frames inserted into the flooring to give light to floor below.

Friction Elevator Head: A small paper friction roller or pulley keyed to the main shaft and rotating against the periphery of a large iron pulley which drives a bucket belt.

Questions

(To Be Answered in Next Issue)

1. The handling of any fire may be divided into six general subdivisions. Name and outline them.
2. Name four building materials which are not combustible.
3. Under what conditions would you use a portable hydrant gate valve?

False and True

(Is Each Question False or True? Answers in Next Issue)

4. T F—Most fire extinguishing agents produce a combination of cooling and blanketing effects.
5. T F—Acetylene gas has a large explosive range and great explosive power.
6. T F—Electric extension cords looped over fixtures are dangerous from a fire hazard standpoint.
7. T F—Fire can never be extinguished except by cooling or blanketing or by a combination of both of these means.
8. T F —When dragging hose it is sometimes possible to pull off couplings.
9. T F—The Fire Department plays no part in preventing losses in sprinklered buildings, if the sprinkler system works properly.
10. T F—Owing to the weight of gasoline vapors, garage floors should, for safety, have quite a number of depressions.
11. T F—Soda and acid type extinguishers are always effective on all types of small fires.
12. T F—The practice of occasionally testing interior standpipe linen hose by passing water through it under pressure is detrimental to the lasting qualities of the hose.
13. T F—All types of fire extinguishers have limitations which cannot be overcome by excellence of design.
14. T F—Water does not reach the head of dry type sprinklers until the air in the system has been discharged.
15. T F—One of the advantages of unlined linen hose over cotton rubber hose is the fact that the first is not affected by moderate heat.
16. T F—When conditions are similar and there is no danger of freezing, wet sprinkler systems are more efficient than are dry ones.
17. T F—Where the hatches on a ship, which is burning, cannot be opened, water can be gotten into the burning compartment by sending it through ventilator leading to that compartment.
18. T F—Sprinkler systems are seldom arranged to permit of Fire Department connection thereto.
19. T F—Automatic sprinklers depend upon human hands to operate a valve at the base of the riser in case of fire or exposure.
20. T F—Chemical hose usually consists of a rubber tube, four plys of duck, and red rubber cover and tested to 350 lbs.
21. T F—The ship and the cargo may be recoverable when a vessel is scuttled to extinguish a fire.

Completion Statements

22. Piston and rotary pumps come under the classification of ..... pumps.
23. Celluloid is the patent name for ..... products.
24. Barometric pressure at sea level is approximately ..... pounds per square inch.
25. When two pumpers are placed in series, and close together, between hydrant and hose line they are said to be placed in .....

Answers to Questions in Previous Issue

1. It is rarely the case where a single large pile of lumber is found by itself. Usually there are other piles in the immediate neighborhood, and ofttimes inflammable structures in the territory surrounding the lumber pile. Occasionally such lumber piles are found in suburban sections where development operations are progressing and in the event of fire starting in the lumber pile, with a strong wind blowing, there is great danger of the fire developing into conflagration proportions.

Assuming severe conditions, such as additional lumber piles in the immediate neighborhood of the fire as well as frame buildings surrounding the area, the method of procedure would be as follows:

First, note the surrounding exposures and size up conditions; wind, property adjacent to the fire, etc. If conditions warrant it, immediately transmit a call for additional help.

Main body of fire will have to be handled with heavy streams. Small streams are ineffective for operation on fire, where strong draft is created by a high temperature, and size of fire.

It is best practice to operate heavy streams from leeward side, if such is at all possible. Sometimes this is not possible, for example, where a heavy wind is blowing and where the fire has gained large proportions. In such case, the streams will have to be operated on either side of the path of travel of the fire.

In putting the large streams in operation, use parallel lines siamesed into a deluge set, or into single line equipped with large diameter nozzle, particularly if hydrants are any distance from the fire, and if pumpers must be employed.

Place wagon pipe at convenient point, both as a means of operating on the fire and of covering exposures. Assuming a heavy wind blowing, such a wagon pipe stream can be directed upward over the exposed area, and the wind will carry the spray over the tops of piles of lumber and will prove a very effective means of checking the fire from spreading.

As previously noted, use heavy streams for wetting down the main body of the fire.

Employ small streams for "mopping" up, after the large streams have done the heavy work.

Incidentally, lumber piles are usually so arranged that they present an even face on the roadways on either side along which trucks or drays may be driven to load the lumber. At the rear of piles, however, the boards project different lengths, making a narrow, impassable alley through which fire can travel at a great rate of speed.

Piles of lumber, if the lumber is in the open, are usually "stick piled," for instance, with small sticks between layers of lumber to aid drying the lumber. These sticks so provided enable fire to penetrate directly through the pile and add considerably to the difficulty in extinguishing fire.

To sum up, the steps taken to handle any lumber pile fire would be as follows:

First call additional help, if such will be needed.

Place heavy streams on leeward side of fire, if such a position is tenable; otherwise, place heavy streams on either flank of fire to kill the main body of fire.

Place wagon pipes on either side of fire at points where streams can be so directed as to be carried by the wind over exposed piles or structures.

Use small streams for operating in between layers of piles at rear of piles and for other operations in cleaning up the fire after the big streams have accomplished the larger part of the work.

2. The usual tool to employ for this purpose is the six foot hook; in some cases it is not possible to get sufficiently near the door for operation of this appliance. In this case a spray of water from a nozzle may be necessary. This may be produced by directing stream at ceiling over doorway; by obstructing flow of water with thumb projecting over the nozzle tip, or by use of a spray nozzle. A stream so broken provides a fairly good water screen and will en-

able man to get sufficiently close to close the door.

3. In order that combustion may be reasonably smokeless, it is necessary that a sufficient supply of oxygen be provided. Most materials will burn with little smoke, if a sufficient quantity of air is available and if the material is divided sufficiently fine to permit rapid combustion. An example of this latter condition may be noted in the case of burning of oil in large tanks. In this instance the vapor at the center of the tank is not furnished with the necessary oxygen to enable it to reach complete combustion with a result that great quantities of smoke are thrown off. This same oil, if sent through an atomizer, such as in an oil burner, and provided with a plenteous supply of air, will create practically no smoke.

4. True; 5. False; 6. True; 7. True; 8. False; 9. True; 10. True; 11. True; 12. False 13. False; 14. True; 15. True; 16. True; 17. True; 18. True; 19. True; 20. True; 21. False.

22. . . . static electricity.
23. . . . cellar pipe . . . distributor.
24. . . . at. . . .
25. . . . water. . . .

I.A.F.C. STARTS NATION-WIDE PROGRAM OF EDUCATION IN THE FIRE SERVICE

Cooperation of Federal Board for Vocational Education Announced by U. S. Department of the Interior —Program to be Extended into Every State

ON the 16th of March, 1938, the United States Department of the Interior, Office of Education, issued the following release:

"Change in Administration of Trade and Industrial Education—Secretary of the Interior Harold L. Ickes announced the transfer, effective today, of Frank Cushman from Chief of the Trade and Industrial Education Service to the position of Consultant in Vocational Education. For the time being the administration of the Trade and Industrial Education program in the Office of Education will be a direct responsibility of Dr. J. C. Wright, Assistant Commissioner for Vocational Education.

"In the position of Consultant in Vocational Education, Mr. Cushman will carry on investigations and research in the field of vocational education and will assist the various technical services both in the Office of Education and in State Departments of Education to plan, organize and conduct studies in original research in all of the fields of vocational education and rehabilitation. His services will be available for the training of conference leaders for various purposes, especially in connection with programs of vocational education administered by other governmental departments, agencies, committees and national associations such as the International Association of Fire Chiefs, the International Association of Fire Fighters and the International Association of Chiefs of Police."

This release marks the successful culmination of eight years' work on the part of the Educational Committee of the International Association of Fire Chiefs, and also signalizes the inauguration of the Association's Educational Program in Fire Departments throughout the country.

Educational Committee Appointed in 1930

It was back in 1930 that Chief Ralph J. Scott, of Los Angeles, then President of the Association, appointed an

Chief Daniel B. Tierney
Arlington, Mass.
President I. A. F. C.

Educational Committee which he was to subsequently head.

Shortly after its formation, the Educational Committee was instrumental in getting the Federal Board for Vocational Education interested in the subject of firemen's training, resulting in a publication of a manual entitled "Fire Fighting, An Analysis of the Firemen's Job with Suggestions as to the Organization and Operation of Training." This 150-page book was subsequently to be of considerable value to State Vocational Education Departments in the formation of fire schools in the respective states.

Since that date firemanic educational programs have been established in twenty-two states, twelve of which programs are quite complete and ten only partly effective.

The problem before the International Association of Fire Chiefs today is to extend this training program to Fire Departments in all states, and it is for that purpose that the staff at Headquarters Office is to be enlarged. Under the able direction of Chief Daniel B. Tierney, President of the Association, participation by the Federal Government, as indicated by the release above, was accomplished. In addition, Chief Tierney had already secured promise of cooperation of various other organizations interested in the field of fire service, so that financing of the enlarged scale of activities by the Association is insured.

Under the new set-up, Headquarters Office will furnish instructional material for Fire Departments to the Office of Education, U. S. Department of the Interior, and that Office will, in turn, supply such material in mimeographed form to the various state boards of vocational education, as well as to firemanic associations and individual Fire Departments.

"Sustaining Memberships" To Be Established

Realizing that the program will increase in size as time goes on, provision has been made to provide a new class of membership in the International Association of Fire Chiefs, namely Sustaining Memberships. These memberships will be offered to corporations or individuals interested in the welfare of the fire service, and who may wish to support the important work now before the Association. Sustaining Memberships will be on an annual basis, and the fee will be $250 per year. It is believed that a sufficient number of Sustaining Memberships can be secured to match the growth of work in the Educational Program as it further advances.

This program of education is the largest and most important piece of work ever undertaken by the International Association of Fire Chiefs, and is one which will have profound effect upon the fire service and upon fire losses in this country.

Benefits to Public Through Program

In soliciting the cooperation of the Office of Education in Washington in the program, President Tierney set forth the following benefits to the public which would accrue as a result of successful conduct of the program:

1. Reduced loss of property by fire.
2. Reduced loss of life by fire.
3. Reduced loss of employment and production by checking fire losses in industrial establishments and places of business.
4. Possible saving in insurance.

The above benefits will be brought about by:

1. Better trained departments.
2. Extension of training to small communities.
3. Developing and improving mutual aid systems, whereby neighboring communities may assist each other in the event of large fires.
4. Training firemen in inspection work, to prevent fires.
5. Training for intelligent cooperation in arson reduction.
6. Training for efficient cooperation in other emergencies than fires.
7. Providing the fire fighting forces with information on new fire and life hazards occurring as the result of industrial advance.

THE ROUND TABLE

For Practical Discussion of Current Fire Department and Fire Management Problems

BEDS IN FIRE STATIONS FOR NIGHT PLATOONS

IN the old days of the fire service, when a fireman was supposed to give up all, or nearly all, personal conveniences, beds were provided for the night hours. The men put in twenty-four hours at a stretch and they had to obtain their sleep while in the station.

Then came the two-platoon system. It provided better working conditions and allowed the men to spend some time with their respective families. However, there was some discussion as to the feasability of having beds in the fire station for the night shift. In other words, why should the men be paid for their hours in bed.

Now the trend is towards the three-platoon with the men on each shift working eight hours.

This presents again the problem of beds—shall they, or shall they not, be permitted?

Surprising as it may seem, many chief officers are in favor of men on the night shift having the use of the beds. Read the comments, for they are illuminating.

The problem in full appears in the box on this page. In the box on the following page is the problem in full that will be presented in the next issue.

Discussion of the Question

Irby M. Klinck, Chief, Memphis, Tenn.: We have had no actual experience with the three-platoon system. I am of the opinion, however, that the night shift from 12 a. m. until 8 a. m. should be allowed to occupy the bedroom, as I think during these peak hours, the men will be better fitted to carry out their work as fire fighters. I also feel that the night shift from 4 p. m. until 12 p. m. should not be allowed to occupy the beds, as they have ample time during the hours off for sleeping.

In the event that the night shifts are not allowed to occupy the beds, I think that after the necessary house work is finished, promotional study courses or other forms of study or recreation should be given.

Dennis D. Holmes, Chief Engineer, Fall River, Mass.: I believe that with the three-platoon system the men on the night shift should be allowed to use the beds. It has been revealed in various tests that men in bed can get out of the house in case of an alarm as quickly as if they were on the apparaturs floor, or in other parts of the station.

The shift from 12 p. m. to 8 a. m. should be allowed to sleep, for I believe that a man can perform his duties much better when called upon, than a man who has been lounging around half asleep in chairs. In my opinion beds should not be removed under the three-platoon system, especially from the 12 p. m. to 8 a. m. shift.

John H. Wohlers, Chief, Charleston, S. C.: When the two-platoon displaced the inhumane continuous duty system, the men on the night shift were rightfully permitted to sleep in the fire stations. The introduction of the three-platoon system is a progressive movement to establish working hours for firemen on the basis established for federal, state and municipal employees. Men on day or night duty, under the two or three-platoon system, must be ready to respond to a call every second while on duty. This is self-evident and is understood by every American fireman.

All station work is performed by the day shift. It is not necessary to establish a form of night work just to keep men occupied at night. What officer of a fire station would deny the firemen the chance to rest while on the night shift? No reasonable excuse can be offered to prohibit firemen sleeping in the station while on the night shift, working under the three-platoon system, if they were permitted to sleep while on the two-platoon.

If the three-platoon system was introduced to establish better working conditions for the firemen, why establish a form of inhumane legislation by prohibiting sleeping in quarters while on the night shift?

By all means let the firemen sleep in quarters while on the night shift.

W. P. Payne, Chief, Spokane, Wash.: The idea of the eight-hour shift is becoming more and more popular throughout the United States and Canada. Under the eight-hour system, every member should have his bed in the station as under the former system, so if he feels like reporting to the station early he may do so and go to bed. By permitting this practice you will have that many more men on duty to answer alarms. The men who are on duty should be permitted to sleep in the station until the next morning, because the most dangerous time of the day is after twelve o'clock midnight. There is no work that you can do to keep the men occupied at that time of night, so why not permit them to sleep? Allow the day shift to do the necessary work around the station, because they will all work days at some time.

In my estimation it is a very poor policy to give a man better working conditions and then punish him for accepting them. The shift that reports for duty at four o'clock in the afternoon could do a few hours work if daylight permits. Any necessary work that the day shift has not been able to finish could be done by the afternoon and night shift.

I feel that if the men on the night shift are allowed to go to bed, they will be in much better condition to answer an alarm, or any other emergency call. You have a Fire Department for the protection of life and property and you want them in as good condition physically and mentally as possible. You will have a much better Fire Department and a more sound organization.

James P. Welsh, Ex-Chief, Eau Claire, Wis.: It is my opinion that it is not a hardship to stay out of bed on an eight-hour shift. Dormitory equipment should be removed from the station. Incidentally this would be a considerable saving to the maintenance of the department.

M. J. Brun, Chief, Fort Smith, Ark.: I cannot see any reason why the men on the night shift should not be permitted to occupy the beds if they desire. They can respond to duty as quickly as they could the other way.

HERE IS THE PROBLEM

Now that the three-platoon system is finding its way into the fire service, the question of the night platoons sleeping in the station during its shifts is being raised.

Do you believe the men on the night shift from 12 p. m. to 8 a. m. (or other night shift) should be permitted to spend the major part of this period in beds? If not, why?

What useful activities would you suggest for men on that shift in the event that sleeping should not be permitted?

When they do arrive at a fire they are dressed in the kind of clothing that they should have for their physical protection.

Alex W. Dotson, Chief, Elkhart, Ind.: I believe the men should be given the privilege of using their beds. This is a very annoying shift and I can't see any reason why they should not go to bed and sleep, as they do on the two-platoon system. This same story was told when the two-platoon system was inaugurated and the beds were taken away, only to be returned at a later date, because the firemen on that shift were working under a strain.

If the men are not permitted to use the beds and sleep, I would suggest that one-half of the shift be detailed to watch the other half of the shift to see that they did not sleep and what a mess that would be, for the men will sleep. The more the men are compelled to do on this shift as station work, the less the other two shifts will have to do when they report for duty.

G. Dean, Chief, Orlando, Fla.: I most certainly do believe that either night shift should be allowed and encouraged to sleep when circumstances permit. In this business, no Chief can tell when he will be compelled to ask his men to give their last ounce of endurance. For this reason, if for no other, and there are plenty of others, I believe every fireman should be given every consideration consistent with the most efficient service possible to his tax-paying public.

A. Brown, Chief, Birmingham, Ala.: Assuming that the shifts will be alternated every week or at least every two weeks, I would be in favor of letting the members sleep from about 1 a. m. to 6 a. m. The natural tendency of a man is to stay awake during the daylight hours. After the first night shift, I do not believe the men would be interested enough in any activity to be of any benefit either to them or to the department.

James Louis McLane, Chief, Charleston, W. Va.: In the event eight-hour shifts should be adopted in a department, I see no reason why the men should not be allowed to sleep from 12 p. m. to 8 a. m. It would be of no advantage to the department to keep them up, unless some useful activities could be worked out whereby the men could be kept busy.

I believe it would be a difficult job to find some activity for the hours from 12 p. m. to 8 a. m., as they are unusual hours, and the men would be lounging around anyway.

J. H. Monroe, Chief, Savannah, Ga.: We in Savannah believe that the men on the night shift should be permitted to spend the major portion in bed.

Other than school for first aid work, etc., we are at a loss to suggest other activities, as the day shift performs whatever manual duties are necessary about the station.

William L. Ryan, Chief, Dubuque, Ia.: I am of the opinion that the men on the night shift from 12 p. m. to 8 a. m. should be permitted to spend the major part of this period in beds.

In the event that sleeping is prohibited, I would suggest that some form of recreation or study be presented to the men on this shift.

F. W. Donnelly, Chief, Lincoln, Neb.: It is my contention that men should be allowed to sleep during the night shift from 12 p. m. to 8 a. m. Night is the logical time for sleeping, and it is more desirable to have men well relaxed in their beds than to have them sleeping in chairs, on the floors, apparatus, or in some hidden or secluded corner, as colds, cramps and beclouded minds result from fitful and uncomfortable sleeping conditions.

The truth of this statement can best be proved by making the following test on one's self. Try remaining awake for four or five hours during the quiet of the night and count the number of times you doze. Check the pains and aches that result from sitting in your chair. Then try the automobile seat, then the floor. Check on your disposition and general fitness for climbing a ladder or making a rescue. Check the clearness of your mind for making quick accurate decisions in emergencies. Unless some profitable activity can be provided to occupy this time, I believe sleeping would be the solution.

Tom Enright, Chief, Joplin, Mo.: I do not believe that either of the night shifts should go to bed.

I believe you could confine all of the drills and cleaning of stations to night shifts.

Walter Scott, Chief, Kearny, N. J.: I believe the men on the 12 p. m. to 8 a. m. shift should use the beds. While the men are supposed to report for duty in a fit condition to perform any emergency, they may be called upon to do, there is always the possibility of the men being away during the day and getting home shortly before the hour for reporting for duty and being in no condition to go out and work on a large conflagration.

In the event of an alarm coming in, the men get up on the first tap on the gong, get into their turnouts and hit the floor before the first round is completed. In our Department we roll on completion of the second round. Therefore I see no delay by using the beds.

In the event the beds were taken from the fire stations, I know of no useful activities in which the men could participate.

L. B. Rapp, Chief, Lynchburg, Va.: I haven't had any experience with the three platoons, as we are working under the two-platoon system.

However, I feel that if the men wanted to sleep from 12 to 8 a. m., they should be allowed to, because a fresh man is better than a drowsy one. If there was anything important to keep them up, it would be all right.

M. J. Kavanaugh, Chief, Amsterdam, N. Y.: We are still working under the two-platoon system and thus have had no experience with regard to the three-platoon system.

As the conditions in all departments are not the same, I think the question of the shift from 12 p. m. to 8 a. m., sleeping in the station would have to be discussed before any good solution could be arrived at.

Then again all alarms aren't received in the same way. In some departments there is a man sleeping on a cot near the tape, and one round is lost before he plugs in, arousing the firemen. In our department, when a box is pulled it immediately comes in Central Station where it is transmitted through a repeater and all houses get it simultaneously, whether or not they respond to the alarm. I would advise sleeping under such circumstances.

Frank J. Callahan, Chief, Central Falls, R. I.: In regard to men on early morning (12 to 8 a. m.) shift sleeping at the station, I am heartily in favor. My experience has been that men respond to the wagons more quickly from their bunks than they do in the daytime.

In the event that this order was changed, I would suggest that the men be shown plans of all large buildings in their respective districts and ways and means thrashed out for coping with serious fires that might occur within, such as venting, shutting off gas or oil burners, or in the case of saving life, studying different methods of getting access to the building.

Thomas H. Shipman, Chief, New London, Conn.: When the three-platoon system is organized, I do not believe the men should be allowed to use the beds at all. In my opinion all beds should be removed from the fire station and all work equally divided among the three platoons.

By removing the beds the expenditures for bed clothing, laundry and cleaning will be cut down. Also in building new stations this additional space can be eliminated, thereby reducing the original cost of the building, and of course, the maintenance cost will be correspondingly lower.

The question of what the men shall do during these hours arises, but I believe this can be overcome by having the men do all the work at the station. At the present time it is the practice to have all maintenance work by ouside labor. If it were done by the men themselves, it would create another saving for the city and this is what we must do, if the average city is ever to have a three-platoon system.

Joseph P. McCosker, Chief, Bangor, Me.: I believe that under the three-platoon system, the men should be allowed to spend the major part of

HERE IS THE PROBLEM FOR THE NEXT ISSUE

What type of man is your choice for the fire service—athletic, mechanically inclined, or the executive type?

Is the man with military training better adapted to the fire service than the one without it?

Does the high school or college graduate fill all the requirements for a good fireman?

What age is best suitable for one to enter the fire service?

What fundamentals do you consider necessary for a good fireman?

Should physical and mental requirements be different for a city of 20,000 than for a city of 200,000 population?

the night shift in bed. By so doing they are rested and in excellent condition, should they be needed during the night. Otherwise they would be cramped up in chairs around the station. They will answer an alarm just as quickly if they were in bed as they would if they were cramped up on the floors or half asleep in chairs.

There isn't much the night shift could do if the other shifts looked after things during the day.

Charles A. McGinley, Chief, East Orange, New Jersey: Firemen working on the night shift under the three-platoon system should be permitted to occupy beds between the night hours of 12 p. m. and 8 a. m. Due to the nature of the fire service requiring men to be in the stations ready to respond to alarms, it would be harmful both to the men and to the service to compel them to remain awake during the night hours. It is my opinion that men who are permitted to go to bed would be in better mental and physical condition to better perform their duties if allowed to get their natural rest. It is doubtful if men could be gainfully occupied during those hours, and furthermore, the officer in charge of a company would have to be a patrolman all night to prevent men from lounging and sleeping in chairs, etc.

For the good of the fire service, firemen working on that particular platoon should be permitted to occupy their beds, and I am heartily in favor of it.

E. J. Ryan, Chief, Aurora, Ill.: I think the men should be permitted to sleep in beds during the night shift from 12 p. m. to 8 a. m. Otherwise, the men are afforded very little outside activity when off duty.

In the event that the men are not permitted to sleep during that shift, I would recommend that they study hydraulics and the layout of streets and that they engage in drill evolutions, etc.

Howard Travers, Chief, Baltimore, Md.: I do not believe the men should sleep in the station during the night shift, as it would create confusion at the change of shifts.

After doing watch duty, the members on the 12 p. m. to 8 a. m., should patrol in the vicinity of their quarters to see that the fire regulations are being adhered to.

C. L. Ingram, Chief, Montgomery, Ala.: I am of the opinion that the men on the night platoon should be permitted to sleep in the station, as the rest will make them more physically fit.

Joseph N. Sullivan, Chief, Utica, N. Y.: The men on the night shift, under a three-platoon system, should not be permitted to sleep in beds. In fact, I see no reason why there should be any beds provided in fire stations. The on-shift, no matter on what tour of duty, should spend its time in wakefulness.

Men on the on-shift should devote their time at night to exactly the same activities as occupy the time of the men on the other shifts, namely, committee work, schooling, etc.

Leo J. Urbanski, Chief, St. Joseph, Mo.: I believe that men should be allowed to sleep on the night shift. They are just as efficient, when arising, as if they were sitting around in a chair drousing or half asleep and they are by far more awake and fresh and rested.

John F. Moroney, Chief, Meriden, Conn.: When the men go off duty at 8 a. m., I think they are entitled to enjoy their time off. If the men working on the 12 p. m. to 8 a. m. shift were not permitted to sleep in their stations, upon their arrival home in the morning, instead of enjoying a ride in the sunshine with their families, it would be necessary for them to retire and sleep away the enjoyment of a good day. Therefore, I am heartily in favor of the men working this shift sleeping in their stations.

In the event that sleeping should not be permitted in the stations by men on this shift, I'd suggest that the same routine which applies to the day shift be carried through on this shift, with the elimination of the drill work.

Brooks McClure, Chief, Huntington, W. Va.: Our city does not use the three-platoon system in the Fire Department. If it were adopted, I would prefer that the night shift spend part of the shift in beds, as I feel that the men would respond to an alarm just as quickly as if they were up. They would be better prepared for a large fire.

W. S. Knight, Chief, Salt Lake City, Utah: I am in favor of the night shift sleeping in the fire station, as some of the men are bound to be asleep or partially so in chairs or elsewhere, and they might just as well be completely relaxed in bed where you know they can be found.

If sleeping is not permitted, the men could study, although I am afraid the shift would not be as mentally alert as necessary for that purpose at that time.

Fred J. Washburn, Chief, Auburn, N. Y.: One of the arguments used in favor of the three-platoon system was that the men could sleep at home and no sleeping on the night tour would be allowed. The maintenance cost of bedding, laundry and size of station would be smaller.

It seems to me that a city large enough to install the three-platoon system would have enough alarms to keep the platoon busy.

John A. Moran, Chief, Johnstown, Pa.: I can see no reason why the men on the night watch, especially those on the 12 to 8 watch, should not be permitted to sleep. It has been proven that men can leave their beds and be ready to respond to a fire as quickly as if they were up and around quarters. Getting out of bed, they would already be in their boots and quick hitch, which would give them better protection from the weather. Otherwise they would be around quarters in the winter time dressed in their boots and quick hitch, or with shoes unlaced ready to jump into their boots.

There is another advantage. The men would get their regular rest, and would be fresher and more alert, if they should be called to combat a serious fire.

Joseph L. Murphy, Chief, Kingston, N. Y.: Under the three-platoon system, beds should be removed from the fire house.

The three-platoon system places the fire service on an eight hour day. With the improved working conditions, the public would look for increased efficiency. Therefore, the firemen should be on their toes at all times while on duty in the fire house.

As to useful activities, men should give much of their time to the study of fire fighting and fire prevention.

Arthur C. Jaques, Chief Engineer, New Brunswick, N. J.: This so-called "night shift" is to me the same as a day shift.

I would recommend that the regular activities of the day shift be engaged in, namely, cleaning apparatus, house, tools and equipment and the completion of regular assigned house drills. As a recreation point, I would convert the dormatories into rooms suitable for such games as basket ball, table tennis, etc., in addition to a few pieces of gymnastic equipment. I would shorten the floor watch tour to two hours in length. As an economy measure you would reduce your laundry and sleeping quarters expenses.

Robert Jones, Chief, Chattanooga, Tenn.: The three-platoon system as yet has not found its way into this department. If we did have the three-platoon system in effect here, I would most heartily favor permitting the men on the night shift sleeping in the station. I would favor giving the men any privileges that would tend to promote greater efficiency. It is my opinion that to refuse permission to the night watch to sleep in the station would cause dissension among members, thereby causing a decrease rather than increase in their efficiency.

There are quite a number of useful activities that could be suggested for members who would not be permitted to sleep while working the night shift, such as setting-up exercises or "gym" work-outs, where gymnasium facilities permit; the study and inspection of apparatus and equipment; the review and discussion of drills and evolutions, as taught in drill school work; review and discussion of life saving and first-aid work, etc.

F. A. Taylor, Chief, Colorado Springs, Col.: I believe it would be most practical to allow the members of a third shift to spend the major portion of the night shift in bed. While we do not have the three-platoon system, I can see where it would be difficult to maintain any useful activity during those hours. If they were permitted to go to bed, it would allow them some rest. They could go to night fires in their bunker clothes and it would prevent sleeping in chairs and other places.

G. E. Smithers, Chief, Fond du Lac, Wis.: I am not in favor of the three-platoon system in the Fire Department, unless during the hours from 8 p.m. to 8 a.m. patrol cars equipped with two-way radios tuned to alarm headquarters radio station, or some such system were used to patrol each company's district. In that case I would not be in favor of regular sleeping quarters, but would substitute rest rooms equipped with reading matter treating technical questions relative to Fire Department activities, and other such worthwhile reading of a nature that would give the men remaining in quarters a chance to improve themselves along such lines.

I believe these hours would be a far better time to hold classes of instruction, as it is more quiet and there are fewer activities to distract the attention of the men.

Then another thought: Why not have drills and evolutions on night shifts. Fires occur at night as well as in the day. Why should not the force practice these evolutions by night?

Under such conditions as I have described, I believe there would be fewer cases of Neurasthenia in the ranks, which is due to too much time to think of one's self, as often happens under the two-platoon system.

I would also favor splitting the night hours on patrol into two-hour shifts, thus giving all a men a chance to ride around a couple of hours.

Frank M. Davis, Chief, Danville, Ill.: I believe the third shift should begin at 11 p.m. and the men should occupy their beds on this shift. It is very hard to sleep in the day time and more so where shifts change at intervals. The men do not get accustomed to getting their rest during daylight hours and during the summer months they would not get proper rest. It is very tiring and nerve wrecking to stay awake on this shift. I believe in the men seeking recreation when off duty and if they are compelled to stay awake during this shift, they would either lose the recreation or the needed rest at home.

The members of this department spend one hour in school each day, but if we had the three-platoon system, I would not assign any duty for the third shift but the proper care of equipment.

* * *

Answers to Previous Question

The following replies are in answer to a previous question on the problem brought about by the architectural trend of completely enclosing a business building front:

Walter F. Israel, Chief, Detroit, Mich.: In Detroit we have only one building with the front entirely closed, with the exception of main entrance and show windows, but the rear is open so that it could be attacked in case of fire.

In this city we have a Board of Rules, consisting of seven members who serve without pay. They are namely, the Commissioner of Department of Buildings, the Superintendent of the Public Lighting Commission, the Sanitary Engineer of the Board of Health, the Fire Marshal, the Mechanical and Structural Engineers and the Fire Prevention Engineer. Their chief function is to interpret the Code or any manufactured process or building process that is not mentioned in the Code. This Board also decides whether any hazardous structural conditions should be approved, when such design is covered, or is not covered by the Building Code.

The following excerpts from the minutes of the meetings of the Board of Rules describe clearly the work of the Board.

"————, Superintendent of the ———— Terra Cotta Corporation, appeared before the Board in regard to the use of their terra cotta as a veneer on masonry buildings. Tests had shown that the strength of the material was satisfactory and in the opinion of the Board, the four-inch unit can be used anywhere that a four-inch stone or brick can be used, with shelf angles every fourteen feet. It was also decided that the two-inch unit can be used to a height of thirty feet, provided they are anchored with galvanized rustproof anchors in conformity with the details on file in the department, and provided that no block shall exceed six square feet, or thirty-six inches in width and twenty-four inches in height."

"———— appealed to the Board to be allowed to erect a pent house for two gentlemen on top of a Film Exchange Building. The Fire Marshal pictured what had happened in the case of fires at other film exchange buildings with such vividness that Mr. ———— withdrew his request and thanked the Board for advising him of the dangers in connection therewith."

Hugo R. Delfs, Chief, Lansing, Mich.: Section 603 of the Lansing Building Code provides "if more than two stories or if more than 3,000 square feet in area on any floor above the first, there shall be at least two separate and distinct legal exits, to be approved by the State Fire Marshal of the state of Michigan and the Building Commissioner of the city of Lansing, from each floor within the building, or more, if necessary, to fulfill the following conditions:

"(a) There shall be one stair for each one thousand persons or fraction thereof above the first floor in buildings of Type 1 or 2, or buildings completely sprinklered. There shall be one stair for each four hundred persons, or fraction thereof, above the first floor in all other buildings.

"(b) The greatest distance from any part of a building to the entrance of a stairway or horizontal exit, when measured along corridors, shall not exceed 175 feet for buildings of Types 1 or 2, or buildings completely sprinklered and this distance shall not exceed 125 feet for all other buildings, but in buildings of Types 1 or 2 or buildings completely sprinklered, in which only incombustible materials are used or manufactured, this distance may be 250 feet.

"(c) The least distance between the two most widely separated stairways shall not be less than 50 per cent of the longest side of the building.

"All buildings over 6,000 square feet in area, when one or more stories high, shall have at least two exits separated by at least 50 per cent of the longest dimension of the building, and more if necessary to provide the same number and width of exits as would be required for stairs in buildings having the same number of occupants if two or more stories high."

O. F. Romann, Chief, Cleveland Heights, Ohio: We do not allow the erection of any buildings without windows above the first floor. Up to the present time, we have had no applications for the erection of this type of building. Our building code in some measure covers the question of closing up the building above the first floor by stating "that no sign shall be placed so as to obstruct any door, window or fire escape of any building."

Thomas H. Cotter, Chief, Providence, R. I.: All buildings in Providence either completed or in the progress of erection come under the jurisdiction of the Inspector of Buildings for the city of Providence, and our building code, which is very broad in scope, has sufficient legal teeth so that the Inspector's office, cooperating with the Fire Department, does not let hazards of this kind occur. Working permits on such buildings are held up until the proposed hazards are eliminated.

The Building Inspector of Providence has the assistance of a Zoning Board, whose duty is to see that all building laws are complied with; and also a Board of Review, that acts like a Supreme Court in the event of a controversy.

Our Building Code provides that "no structure or billboard shall be attached to or placed upon any part of any building in the city so as to obstruct any window thereof or fire-escape thereon, nor in front of the cornice or coping of any such building so as to prevent firemen from having reasonable access from any street, lane or other public traveled way by means of ladders to the roof of the building.

George Haggerty, Chief, Berkeley, Cal.: The problem presented is not specifically covered either in the Fire Prevention Code or in the Building Code. However, the Building Code does specify the use of fire resistive materials in business districts, and prohibits the closing up of existing windows. It also specifies that adequate means of access and egress shall be provided in new buildings.

The Fire Prevention Code gives the Fire Chief the power to determine the adequacy of egress and access in existing buildings, and specifies that no changes may be made which will increase the fire hazard, without permission of the Fire Chief. It also states that no signs or other materials may be placed in such a manner as to interfere with the operation of the Fire Department.

William J. Lutz, Chief Engineer, Wilmington, Del.: Wilmington has no specific requirements about the closing of buildings above the first floor. The building code does, however, require that "every habitable room shall have one or more windows, opening directly on a street or on a court." This specification applies also to rooms occupied for office, clerical or administrative purposes. The code further provides that no building shall be altered or rearranged so as to reduce the size of the room, or the amount of window space, to less than that required for buildings hereafter erected.

Charles L. McCarthy, Chief, Worcester, Mass.: The Building Code of the city of Worcester prohibits the construction or maintenance of any sign, advertising board or billboard, so as to obstruct any door, window or fire-escape on any building.

Chief Harvey Campbell Dead

Harvey Campbell, Chief, Irvington, N. J., Fire Department, died at the age of fifty-eight.

He had entered the service in 1908, was made a Captain in 1915, and Chief Engineer in 1925.

At the funeral, local firemen served as pallbearers and eighteen Chiefs of the New Jersey State Fire Chiefs' Association served as honorary pallbearers.

Questions and Answers

NOTE—Readers are invited to send in questions, which will be answered in the order received. Names are omitted from questions unless otherwise specified

Motor Torque

To the Editor:

In the march issue of FIRE ENGINEERING, page 111, Question and Answer column, the last sentence in the last paragraph is incorrectly stated.

There is a definite mathematical relation between torque and horsepower output of an internal combustion engine. This does not depend upon any gear ratio.

A gasoline engine does not produce the same torque output at all speeds and we therefore have the torque of an engine expressed at some definite speed. This speed is taken as the number of revolutions of the crankshaft, within a definite time interval which is customarily one minute. For example, the torque output of an engine would be given as 520 lbs/ft. at 1,700 r.p.m., as shown on the attached curve.

When an internal combustion engine is tested for the power output, a dynamometer is used and the torque output of the engine is measured at various speeds and this output can be plotted as a curve. Horsepower readings cannot be made directly from a dynamometer, but are calculated from the torque readings.

A horsepower is defined as 33,000 foot pounds per minute. Thus, a horsepower is a time rate expression for work done and is the equivalent of moving a weight of 33,000 pounds a distance of one foot in a time of one minute. We thus have common factors in torque and horsepower such as pounds, distance which is expressed in feet, and a time of one minute. From these common factors a formula is derived to convert torque to horsepower and vice versa.

$$BHP = \frac{\text{Torque} \times \text{No. of rev. per min.}}{5252}$$

In an automotive vehicle such as fire apparatus, torque is used in calculating the acceleration and for determining the hill climbing ability. Horsepower is not used unless the torque is unknown and in which case it is necessary to convert the horsepower to torque in the standard formula for use.

$$\text{Torque} = \frac{BHP \times 5252}{\text{No. of rev. per min.}}$$

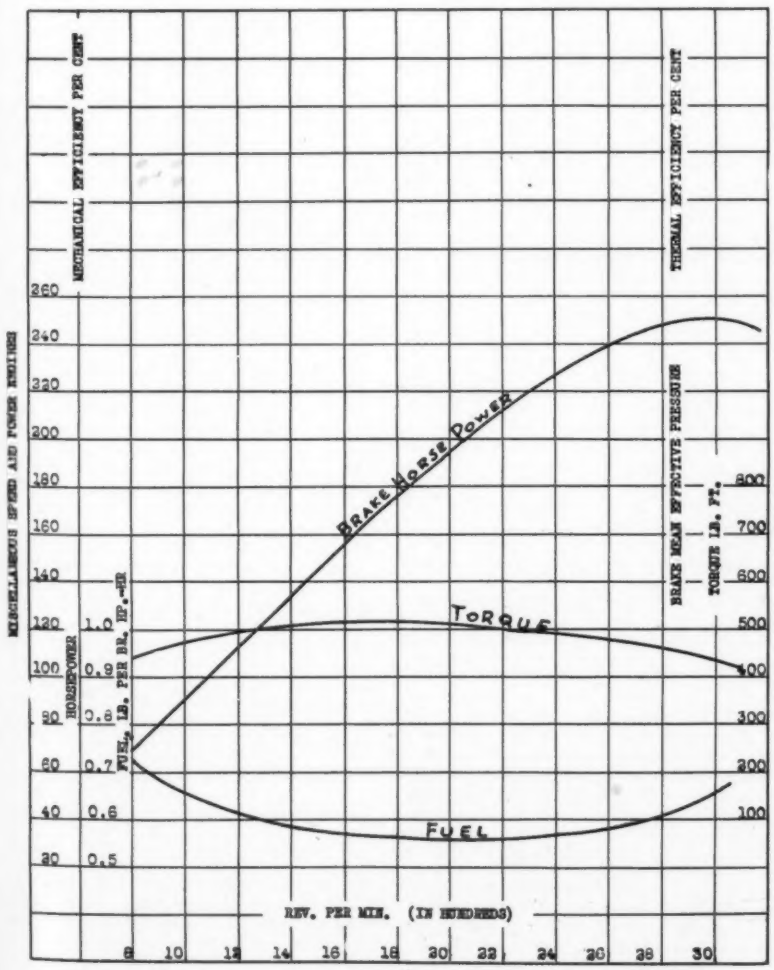
Thus it is possible to convert one to the other as the case may require.

In motor fire apparatus the horsepower figure is only used in determining the pumping ability of the apparatus.

Gear ratio is considered when we wish to determine the accelerating ability of the vehicle or to determine the tractive effort or drawbar pull. Tractive effort is derived by multiplying the engine torque by the total gear ratio (axle and transmission) and by transmission efficiency, divided by the rear tire radius. Thus, the total torque on the axle shaft is the engine torque times gear ratio and efficiency.

The engine torque alone or a comparison of torque in two engines does not give an index as to vehicle ability unless other factors such as axle ratio, transmission, tire size, and vehicle weight are identical. Engines with different speed characteristics will use different gear ratios and for that reason a comparison of engine torque alone is not an index of the final performance. All the factors mentioned above must be considered for a final comparison.

Very truly yours,
AMERICAN LAFRANCE FOAMITE CORP.
H. Walker, Chief Engineer.



One For Our Readers

A Volunteer Department is to be formed in a small New England town. The committee organizing the department has requested a simple charter on which they might base their own.

Won't some of you Volunteer Chiefs send to the Editor of FIRE ENGINEERING copies of your charters and they will be forwarded on to our correspondent.

Acknowledgement will be made in the columns of this journal of those submitting the material requested.

Nozzle Reaction, Etc.

To the Editor:

Will you kindly answer the following questions:

How do you figure back pressure, or back pull, of a nozzle at certain pressures?

What is the nature of cellophane and what precautions must be taken against explosions? W. F. R.

Answer: The reaction of any nozzle, in pounds, equals 1.5 d^2 x p, where d is the nozzle diameter in inches and p, the

nozzle pressure in pounds per square inch.

As an example, assume we have a 2-inch nozzle operating at 90 pounds pressure.

The reaction then equals 1.5 x 2 x 2 x 90 or 540 pounds.

With regard to cellophane, it is transparent material manufactured from cellulose, and has no more hazard to fire nor to life than ordinary paper.

McLaughlin Honored

A testimonial banquet was tendered to Edward F. McLaughlin, who recently resigned after serving nearly eight years as Fire Commissioner of Boston. The dinner was held on the evening of February 9 in the Hotel Bradford, Boston, and was attended by over 750 persons. A new Packard sedan was given Mr. McLaughlin as a gift from his friends and associates.

Daniel J. Looney was Executive Chairman of the committee in charge of the banquet and Francis J. W. Ford acted as toastmaster. Chief Samuel J. Pope was Honorary Chairman. The guests included Governor Charles F. Hurley, of Massachusetts; Mayor Maurice J. Tobin, Fire Commissioner William Arthur Reilly, Ex-Mayor Frederick W. Mansfield, and Attorney General Paul A. Dever.

Tom Maren, director of entertainment of "The Pent House Revue" at the Hotel Bradford, gave Mr. McLaughlin a jewel studded watch.

The committee on arrangements was composed of Joseph F. Coleman, Marcus F. Hulbig, William H. Dower, John F. Looney, William L. Ryan, Fred J. Dobbratz, James J. Kane, M. William Griffin, Michael J. McGonagle, and Chief William C. Mahoney, of Peabody, President of the Fire Chiefs' Club of Massachusetts.

HARRY BELKNAP.

Low Loss for Peterborough

What is believed to be the lowest fire loss for 1937 in the province of Ontario is claimed by Peterborough, a city of 24,000. The losses were $3,347, or $45,545 lower than the losses for the previous year.

Chief Gimblett credited the Fire Prevention Bureau with a large part of the work in reducing the losses, and expressed satisfaction at the co-operation received from all the residents.

Out of 502 alarms answered in twelve months, there were only thirty-eight fires in which there was a loss. The largest single fire caused a loss of $552.

Find Arson Plot

Firemen of Gloucester, Mass., responding to an alarm for a fire of incendiary origin, which destroyed a cottage annex of the Hawthorn Inn, a closed summer hostelry, on February 11, discovered lighted candles and streamers in the main hotel and several other cottages adjoining. As a result, four arrests for arson have been made. Deputy Chief John A. Macauley was injured, when struck by a ladder. Aid was called from Rockport and Manchester. Chief Homer R. Marchant, Gloucester Fire Department, was in charge.

HARRY BELKNAP.

By William Paul Babcock

s-o-o-O-BIG!!

REMEMBER how Mammy used to say that to you when you were a "little man"?

Well, you're all growed up now and doubtless saying it to other tikeys.

Yea, verily, the world do move! But some people appear not to move along with the times. They get set in old-fashioned ideas and you can't pry 'em loose with a claw-tool.

That's all by way of leading you up to a question I hope you all will sit right down *now* and write answers to. *And I mean—Y O U!*

The question is this: *What size salvage covers do you use?* and *W H Y?*

I made a pass at this once before, after listening to a good paper read at the Saratoga Springs convention of the New York State Chiefs. I really wanted to know and I thought the best way was to ask those who use 'em.

It was a 100% *flop*. *Nobody* answered. Again—*why?* Don't you care a D....? Or are you so self-satisfied you won't bother to discuss anything with your buddies? Or is it that you are a-skeered of the big guns in the business?

Here's hoping we do better this time.

And just as a starter, I inject a pointed remark on my own account, to wit:

In my observations, in 22 years of salvage work as a volunteer fireman, I have *never* found occasion to warrant the use of larger than 12 x 18 foot salvage covers.

But after hearing the aforesaid paper and another from a man of even longer service and broader experience at the Eastern Chiefs meeting in Washington, D. C., both of them proclaiming that they use *fourteen* by *eighteen* foot covers, and stating positively that this is *"becoming the standard"* size, I began to check up a little to straighten myself out.

Here's what I found. My first source of information on salvage work always was, and doubtless always will be, the New York Fire Patrol, in the Greater City of New York. By this outfit is done, I believe it is no exaggeration to say, more salvage work in one day, *any* one day, than anywhere else in the *world*. The present chief or "Superintendent" has come up through the ranks, with many years of service to his credit. If there were any material advantage in 14 x 18-foot covers, I am sure he would have moved long ago toward that size. However, Thomas C. Shannon, Superintendent of the New York Fire Patrol, assures me that he finds "a salvage cover 12 x 18 feet to be the *most* (emphasis ours) efficient, as it may be used with equal effectiveness in residences, apartments, and business buildings and factories, and in addition a cover of this size of a *reasonable weight.*" (Emphasis again ours.) I think Chief Shannon said the proverbial "mouthful" in those two last words.

Now, right here I can imagine some fellows saying "O, that's all right for a big outfit like New York, but we have a small paid crew, or a volunteer department, with no special crew assigned for salvage work, and we have to cover large areas quickly, with fewer covers."

But the funny part of it is, that, when I asked a leading manufacturer of salvage covers which size they sold the most of, the answer was "12 x 18 foot, although of course they said that they had some customers who would not use anything but 14 x 18s, and of the latter, most were big paid organizations.

Now, I again point out that my primary interest is in the volunteer or part paid fire departments, and I am trying to dish up for them such and all information as will be a proper guidance in their operations.

But certainly I am not trying to neglect the larger outfits, and we all must look to those who do the most of any kind of fire duty for instruction and advice.

So, if my friends of the 14 x 18 class will give me the benefit of their views, I shall be glad to pass them along to you, for in the last analysis I am wondering whether these organizations employ men or *army mules?*

Sez you——?

Fifth Alarm Fire at Detroit

(*Continued from page* 144)

the alarm was sent to the department. No lives were lost in the fire. Fortunately, it was the noon hour for the employees, and although there were about 75 persons in the building at the time the fire broke out, many of them physically handicapped, all escaped without serious injury. Many found it necessary to descend fire escapes, and one crippled girl had left her wheel chair on the second floor and had crawled down the stairs and into the street on arrival of the first companies.

Net Held on Tops and Bumpers of Cars

One crippled man, 65 years of age, who had been crippled since he was 14 years old, was on the fourth floor window ledge on arrival of first companies, and with cars parked in parking lot directly below the window, it was necessary for the firemen to spread life net with five men on the hoods and bumpers of two automobiles and four men on the tops. The man dropped straight down the side of the building into the net, and suffered slight injuries by striking the rim of the net or the building. This was an exceptionally fine piece of rescue work, considering the manner in which the life net had to be held. Insurance carried on the building totaled $125,000 and the contents were covered by only $2,500.

Company Marks 50th Anniversary

The Union Hose Company No. 2, North Tarrytown, N. Y., celebrated its fiftieth anniversary with a dinner and dance. At the same time, honor was paid to John T. Foley, its only living charter member who is still active.

WHO'S WHO IN THE FIRE SERVICE

A Roster of Progressive Fire Officers and Others Who Are Members of the Seven Affiliated District Organizations of the International Association of Fire Chiefs

NEW ENGLAND DISTRICT ASSOCIATION

(New England Association of Fire Chiefs)

ACTIVE MEMBERS (continued)

(These names were inadvertently omitted from the list published in the March issue.)

A. O. Woodward, Ex-Chief, Danielson, Conn.
George M. Bogardus, Ex-Chief, Norwalk, Conn.
William D. Sherwood, Chief, Southport, Conn.
Ernest J. Murphy, Chief, Waterford, Conn.
Charles E. Fortin, Ex-Chief, Lewiston, Me.
J. W. Randlette, Chief, Richmond, Me.
Frank Norton, Jr., Chief, Edgartown, Mass.
J. Thomas Wallace, Chief, Bourne, Mass.
W. A. Collins, Ex-Chief, Holliston, Mass.
J. Lester Howland, Chief, Hyannis, Mass.
F. J. Morris, Ex-Chief, Lawrence, Mass.
E. F. Saunders, Ex-Chief, Lowell, Mass.
J. T. Nicolls, Ex-Chief, Malden, Mass.
James M. Hurley, Ex-State Fire Marshal, Marlboro, Mass.
E. F. Dahill, Chief, New Bedford, Mass.
Frank W. Foster, Ex-Chief, No. Brookfield, Mass.
W. C. Shepard, Ex-Chief, Pittsfield, Mass.
O. O. Ordway, Ex-Chief, Reading, Mass.
W. H. Daggett, Ex-Chief, Springfield, Mass.
F. A. Leonard, Ex-Chief, Taunton, Mass.
John P. Doyle, Ex-Chief, Wellesley, Mass.
T. H. Mahoney, Ex-Chief, Westfield, Mass.
D. F. Sennott, Ex-Chief, West Roxbury, Mass.
Anne Crawford Allen, Cowesset, R. I.
Dominic Cesana, Chief, No. Providence, R. I.

* * *

ASSOCIATE MEMBERS

CONNECTICUT

F. W. Beardslee, Bridgeport.
T. F. Flynn, Jr., Asst. Chief, Bridgeport.
Russell A. Glenn, Sr., Bridgeport.
Edgar A. Oldack, Bridgeport.
Frank Vereill, Deputy State Fire Marshal, Bridgeport.
George Wellington, Fire Commissioner, Bridgeport.
Harold E. Burgess, Lieutenant, Danielson.
H. E. Hopkins, Danielson.
Ira A. Warren, Deputy Chief, Danielson.
Roland A. Kelley, Asst. Chief, Devon.
Edward Shanaghan, Asst. Chief, East Haddam.
John J. Armstrong, Asst. Chief, East Hartford.
Leon R. Meany, Greenwich.
Clarence E. Norton, Asst. Chief, Guilford.
Albert M. Molleur, Hamden.
Horace B. Clark, Fire Commissioner, Hartford.
Robert T. Hurley, Hartford.
Frank Starkel, Hartford.
Walter F. Stiles, Hartford.
Col. Anthony Sunderland, State Police Commr., Hartford.
Arthur E. Harris, Deputy Chief, Meriden.
Harold A. Strain, Mt. Carmel.
Herman Bussman, Fire Commissioner, New Haven.
Richard M. Greene, Batt. Chief, New Haven.
Henry G. Griswold, Jr., New Haven.
Paul P. Heiny, Fire Marshal, New Haven.
Leslie N. Hale, Fire Commissioner, Newington.
Harold W. Oddy, Associate Chief, Noroton.
William Conrady, Asst. Chief, Rockville.
J. Stanley McCray, Fire Commissioner, Rockville.
J. H. Ringers, Sandy Hook.
Stuart M. Potter, Chief, Greenwich.
John J. Sanger, Captain, Sound Beach.
Edward Von Holtz, Southport.
F. W. Chesson, Fire Commissioner, Waterbury.
Wm. G. Russell, Waterbury.
R. S. Sluiter, Wethersfield.

MAINE

G. K. Small, Augusta.
Miles F. Barter, Asst. Chief, Boothbay Harbor.
Willis G. Carll, Asst. Chief, Gorham.
Louis B. Caron, Fire Commissioner, Lewiston.
Dr. Jos W. Scannell, Fire Commissioner, Lewiston.
Arsene G. Blaquiere, First Asst. Chief, Norway.
Erlon S. Noyes, Portland.
J. Hinkley, Asst. Chief, Richmond.
John I. Liscomb, So. Portland.
Charles B. Rutledge, So. Portland.

MASSACHUSETTS

Wm. B. Boucher, Allston.
Albert W. Daniels, Allston.
Walter E. McLean, Allston.
Charles E. Stewart, Allston.
Joseph A. Webber, Allston.
George W. Corbett, Deputy Chief, Arlington.
Timothy F. Creedon, Arlington.
Ernest W. Davis, Chairman Selectmen, Arlington.
James M. Keane, Town Engineer, Arlington.
Stanley R. Kingman, Arlington
Daniel J. Mahoney, Lieut., Arlington.
Norcross Stratton, Supvr. Vocational Ed., Arlington.
John M. Tierney, Deputy Chief, Arlington.
Richard J. Tierney, Capt., Arlington.
Harry C. Davis, Lieut., Ashland.
Dewey P. Downing, Asst. Chief, Ayer.
Lewis E. Rich, Deputy Chief, Barre Plains.
Alfred Kinsella, Belmont.
Wm C. Swan, Belmont.
John W. Whitney, Belmont.
Bartlett Tyler, Belmont.
Robert O. Small, Dir. Vocational Ed., Beverley.
George W. Austin, Boston.
John J. Barker, Boston.
Fred M. Batchelder, Boston.
Harry Belknap, Boston.
Alton H. Blackington, Boston.
Box 52 Assn., Boston.
William H. Brown, Boston.
Percy Bugbee, Boston.
John Campbell, Boston.
P. C. Charnock, Boston.
Geo. F. Cobb, Boston.
A. Lee Cowels, Boston.
Leroy H. Crandall, Boston.
L. J. Creaser, Boston.
Harold W. De Veer, Boston.
Benjamin M. Ellis, Boston.
E. F. Fisher, Boston.
Fred M. Goodwin, Boston.
Jos. T. Gorham, Boston.
R. J. Habermann, Boston.
Frederick J. Hodges, Boston.
M. C. Hutchins, State Fire Warden, Boston.
Paul G. Kirk, Commissioner Public Safety, Boston.
Henry C. Klcinfelder, Boston.
Arthur E. Lindh, Boston.
Daniel J. Looney, Boston.
Harry J. Lovell, Boston.
C. W. Lyons, Boston.
Geo. O. Mansfield, Chief Fire Inspector, Boston.
Orrin B. Maxwell, Boston.
Justin A. McCarthy, Boston.
Wm. B. McCoy, Jr., Boston.
Michael McGonigle, Boston.
Edward F. McLaughlin, Fire Commissioner, Boston.
J. A. McLaughlin, Boston.
Walter E. McLean, Boston.
Alfred N. Miner, Boston.
Geo. H. Mysall, Boston.
Geo. E. Robinson, Boston.
John J. Scully, Boston.
Col. Thomas Sullivan, Ex-Fire Commissioner, Boston.
Frank Taft, Boston.
Hubert W. Tracey, Boston.
Bartlett Tyler, Boston.
Jos. A. Webber, Boston.
Geo. H. Whitney, Boston.
Edward E. Williamson, Supt. Maint., Boston.
Phillip A. Wood, Boston.
Robert M. Wood, Boston.
Herbert K. Pratt, Bridgewater.
Geo. A. Warren, Brighton.
Harold A. Barnes, Brockton.
Wm. A. Bryant, Brookline.
Wm. A. Grouse, Brookline.
John T. Sloper, Brookline.
Marshall W. Skelton, Burlington.
Arthur H. Blanchard, Cambridge.
Charles Chapman, Cambridge.
Charles E. Gorman, Cambridge.
Lawrence Carolan, Jr., Chelsea.
John Geyer, Chelsea.
Roland D. Rogers, Chicopee.
Herbert Williams, Supt. Fire Alarms, Cohasset.
J. B. Hartnett, Deputy Chief, Dedham.
Frank J. Jameson, Dorchester.
Ralph S. Hall, E. Milton.

Frank Norton, Asst. Chief, Edgartown.
N. B. Bengston, Everett.
James A. Scott, Capt., Everett.
John H. Carey, Ex-Fire Commissioner, Fall River.
James M. Dallagher, Dist. Chief, Fall River.
John H. Montle, Dist. Fire Warden, Fall River.
C. C. Rounseville, Jr., Fire Commissioner, Fall River.
Russel G. Brown, Foxboro.
Robert F. Mayers, Deputy Chief, Greenfield.
Lewis H. Rogers, Lieutenant, Haverhill.
Mason L. Loring, Dep. Chief, Hingham.
Samuel W. Whiting, Hingham.
Harry A. Creamer, Captain, Holden.
Otto M. Driekorn, Fire Commissioner, Holyoke.
George D. Stalker, Fire Commissioner, Holyoke.
Clarence Farrar, Hopkinton.
Geo. E. Byron, Hudson.
Thos. F. Galvin, Commr. of Public Safety, Lawrence.
Louis W. Bills, Supt. Fire Alarm, Lexington.
William H. Brown, Lynn.
John H. Day, Lynn.
Walter H. Evans, Lieut., Lynn.
Henry Haddock, Asst. Chief, Lynn.
Harry J. Harding, Ex-Fire Commissioner, Lynn.
Terry A. Newhall, Lynn.
James J. O'Neill, Jr., Asst. Chief, Lynn.
E. W. Williams, Asst. Chief, Lynn.
Herbert H. Winslow, Fire Commissioner, Lynn.
L. A. Kiddie, Dep. Chief, Malden.
Arthur E. Miller, Deputy Chief, Malden.
Albert L. Niedner, Malden.
Lewis Baer, Jr., Manchester.
J. U. Carter, Captain, Manchester.
Bert. L. Martin, Supt. Fire Alarms, Mansfield.
Harold L. Brigham, Supt. Water Comm., Marlboro.
Bert A. Courtemanche, Marlboro.
Leslie Hapgood, Marlboro.
Perry O'Leary, Asst. Chief, Marlboro.
Ernest Ingham, Maynard.
E. W. Allen, Medfield.
Chas. N. Page, Medford.
Fred B. Alger, Middleboro.
Robert D. Clark, Middleboro.
Albert W. Clifford, Middleboro.
Harry A. Goodale, Town Manager, Middleboro.
E. L. Maxim, Middleboro.
Leighton L. Maxim, Middleboro.
M. A. Shaw, Middleboro.
Geo. H. Pettingill, Milton.
H. G. Gardner, Nantucket.
Richard C. Buck, Natick.
Henry Green, Needham.
Julius Haller, Needham.
J. C. Nute, Jr., Needham.
Everett L. Angier, Newton.
L. N. Clark, Newton.
F. M. Grant, Newton.
Ralph L. Longden, Newton.
Timothy Regan, Newton Centre.
Earl Smiddy, Newton.
Charles T. Smith, Newton Centre.
Vincent T. Stanley, Newton.
H. W. Harlow Co., Newton Hlds.
L. Dawson, Newton Upper Falls.
E. J. McCarthy, Newton Upper Falls.
Irving H. Linley, Chairman, Selectmen, North Attleboro.
Fred A. Jenks, Ex-Fire Commissioner, Plymouth.
Henry Walton, Fire Commissioner, Plymouth.
Hon. Thos. S. Burgin, Mayor, Quincy.
M. Gale Lemoine, Quincy.
G. L. Roberts, Reading.
E. J. O'Neill, Roslindale.
Walter W. Dow, Somerville.
Joseph W. Reardon, So. Boston.
Lawrence C. Donovan, So. Quincy.
Wm. Merrill, So. Swansea.
Horace R. Barker, Springfield.
L. A. Gilbert, Captain, Springfield.
W. M. Ickrath, Springfield.
Wm. F. Pickersgill, Sudbury.
Harry Carlow, Taunton.
Gordon H. Litchfield, Taunton.
Elwood A. Yoho, Taunton.
L. Wm. Bayley, Wakefield.
Albert T. Olson, Walpole.
Bertram A. Neal, Deputy Chief, Waltham.
D. Hyland, Captain, Ware.
Lewis R. Aikman, Watertown.
Ernest N. McElhiney, Watertown.
James W. McElhiney, Watertown.
E. J. Melanson, Jr., Watertown.
Ernest S. Odlum, Watertown.
John P. Doyle, Wellesley.
Roger W. Babson, Wellesley.
J. Austin Peckham, Wellesley.
Robert F. McCann, Wellesley Hills.
Frank H. Tarr, Captain, Wenham.
Frederick E. Burnham, West Medway.
Howard A. Fales, Asst. Chief, West Medway.
Charles J. Curtaz, West Roxbury.
Peter E. Walsh, West Roxbury.
Geo. F. C. Taylor, West Springfield.
Harold N. DeCourcey, Winchester.
Robert E. Fay, Winchester.
Chas. L. Gravelle, Woburn.
James E. Malloy, State Fire Warden, Woburn.
Wm. J. Carroll, Worcester.
Edward D. Healy, Elec. Fire and Police Depts., Worcester.
E. G. Moulton, Worcester.
James J. Ryan, Worcester.
N. D. Sherwood, Worcester.

NEW HAMPSHIRE

Robert W. Haskell, Claremont.
C. Willard Pike, Colebrook.
Fred M. Dodge, Dist. Chief, Concord.
Percy R. Lewis, Concord.
Geo. E. Robinson, Concord.
Frank Doudera, Captain, Dixville Notch.
George L. Lary, Senior Warden, Gorham.
P. N. Putney, Manchester.
C. H. Austin, Fire Commissioner, Nashua.
H. C. Lintott, Fire Commissioner, Nashua.
Wm. B. Ely, Pittsfield.
Mark E. Powers, Fire Commissioner, West Lebanon.

RHODE ISLAND

Leon A. Nichols, Barrington.
Walter Darby, Centerdale.
Everett Patt, Lieutenant, Central Falls.
Wm. S. H. Dawley, Newport.
Laudie Leys, Newport.
Wm. A. Leys, Newport.
W. Norman Sayer, City Clerk, Newport.
Hon. H. S. Wheeler, Mayor, Newport.
Charles E. Charboneau, Ex-Captain, No. Providence.
Michael Fogarty, No. Providence.
Joseph L. Kelley, Pawtucket.
Arthur I. Lutt, Providence.
Reuben Weeks, Providence.
Moses Payne, Jr., Asst. Chief, Westerly.
John Smith, Westerly.
David E. Stone, Dep. Chief, Woonsocket.

VERMONT

F. Howard Ferguson, Supt. of Fire Alarm, Bennington.

Change of Date for I. A. F. C. Convention

The dates for the 66th Annual Conference of the International Association of Fire Chiefs, which takes place at the Hotel Roosevelt, New Orleans, La., have been changed from October 25 to 28, as originally planned, to November 2 to 5, 1938.

Norton Wilson, Brattleboro.
Wm. E. Carty, Asst. Chief, Burlington.
Carmi J. Duso, Enosburg.
Kenneth Larow, Deputy Chief, Enosburg Falls.
Horace E. Robey, Ex-Commissioner, Montpelier.
Richard H. Dwyer, 1st Asst. Chief, No. Bennington.
W. H. Adams, Vergennes.
Willard C. Blair, 1st Asst. Chief, Vergennes.
Howard J. LeBouf, Vergennes.
Charles Roscoe, 2nd Asst. Chief, Vergenes.
F. L. Eaton, Deputy Fire Marshal, Waterbury.
Bernard J. O'Neill, Asst. Chief, White River Junction.
Carl M. Sass, Asst. Chief, White River Junction.

MEMBERS OUTSIDE OF NEW ENGLAND

G. E. Bradbrook, New York City.
I. H. Case, New York City.
John T. Dwyer, New York City.
Charles H. Fox, Cincinnati, O.
Clarence E. Meek, New York City.
William Moeller, New York City.
Geo. E. Morley, New York City.
James J. Mulcahey, Yonkers, N. Y.
Earl Olson, New York City.
D. A. Woodhouse, New York City.
Fred Shepperd, New York City.
D. Y. Smith & Co., Utica, N. Y.
Joseph N. Sullivan, Utica, N. Y.
Arthur G. Sullivan, New York City.
Nell J. Anthony, Washington, D. C.
Frank M. Davis, Chief, Danville, Ill.
R. D. Wood Co., Philadelphia, Pa.
Tom D. Britton, Youngstown, O.
John C. Schellin, Wooster, O.
Lester Stevenson, Columbus, O.
Elwood S. Hansen, Elkhart, Ind.
Fog Nozzle Co., Los Angeles, Cal.
Rosaire Beaulieu, Chief, Quebec, Canada.
George Richardson, Washington, D. C.

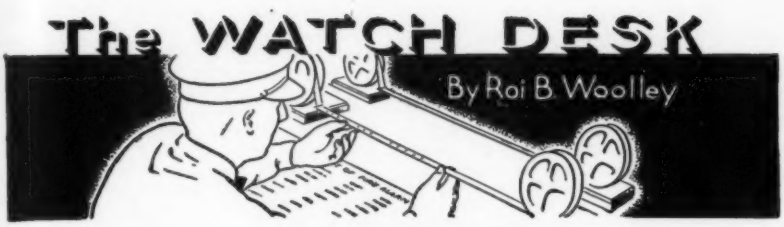
W. J. Lennon Dead

William J. Lennon, Acting Battalion Chief, New York Fire Department and Chief of Staff to Commissioner John J. McElligott, died in a Bronx hospital at the age of sixty-four following a six weeks' illness.

While a Lieutenant, he was injured by a falling wall, and he never fully regained his health. He was appointed to the post he held at the time of his death, by Former Chief John Kenlon.

He joined the department on January 1, 1900, and in 1925, received a chest of silver from friends to mark his twenty-fifth anniversary in the department.

His widow and two daughters survive.



Our inquiring reporter overhauls the firemanic news of the day.

Lakewood Laments

Lakewood (N. J.) Vols were awakened at 3 a.m. by alarm of fire. The four companies rushed to their respective fire stations. The members of No. 3 company didn't have to go further—they found the fire waiting for 'em, right in their firehouse. By the time they had rescued their lone piece of apparatus, a hose truck, other three companies arrived and ousted fire. Loss, $1,000.

Improper Drying?

Surveying ashes of her home, Mrs. John Zajac, Tutowa Borough (N. J.), told sad story of three Fire Departments, her own confusion, and hose that leaked.

When she first smelled smoke she phoned Wayne Township fire house and was told to send alarm to Tutowa Borough. Getting her calls mixed again she told story to Little Falls F. D. which also referred her to her local station. She finally got connection. Three companies arrived but, according to explanation of Chief. their hoses burst and leaked from improper drying and fire burned itself out in three hours!

Oxygen Tent a Flaming Circus!

Fire flared in oxygen tent in ward at Bellevue Hospital, N. Y. C., severely burning patient, arousing 62 inmates, bringing 30 hospital attendants, who doused out fire. Quick thinking nurse Gladys Wiegman, upon hearing alarm, quickly shut oxygen supply and two patients jumped from beds, threw blankets over sheets ignited as tent collapsed. Sufferer in tent, Paul Green, aged 32, removed to emergency ward in serious condition. Cause reported unknown. Incidentally, Chiefs, this isn't first such accident. Patients in oxygen tents should not be left unattended, and never allowed to smoke.

Giuseppe's Mustacho Burnemup!

You wouldn't be able to pronounce or remember his last name, so the monicker "Giuseppe" will do. Well Giusepp' sent this letter to Fire Chief Nick Phelan of Pittsburgh:

"Mr. Cheif," it said, "I gota a comeplant to make. I tink mabe somathing is a wrong. Every time I go down da cellar to lighta tha gas for the stove that maka hot water she go boom.

"I got my hanes burnemup. My wife, Rosie, she lighta one time an burnemup face and hanes. I tink somting wrong, all wet. No can understan'. For six months she do that every week.

"When I light this time, I mad. Las a time I got burnemup my mustacho, chease a crist, twenty six years mustacho, now all burnemup. I ask you pleze do some a ting. My wife cry because I lose da mustacho. She no like me that away. Now pleze, mister Cheif, fix dat stove so mybe I make mustacho grow and my wife stop do cry like bybe. Tanks you to much. Goo Bye."

(Signed) Besta friend,
Giuseppe .....

Puzzled, perplexed but purposeful, Chief Phelan sent firemen and detectives to "go see what burnemup." It turned out it was just a leak in the gas pipe!

News Flashes!

Man with husky voice which operator at N. Y. F. D. fire alarm headquarters recognized, telephoned his 72nd false alarm the other day; yes, they sent it through as per regulations! . . . One thousand homes destroyed, 5,000 people made homeless by fire in town of Orani, Bataan Province, Philippines. . . . James J. Braddock, ex-champ, burned hand trying to extinguish fire in his living room. . . . Ten men in their 70's were rescued, when flames swept part of Macca gee Home for Aged, Chatham (Pa.). . . . The D. L. & W. R. R. provides one ferry a day between Hoboken and Christopher St. (N. Y. C.) for exclusive use of trucks with inflammable and explosive materials. Anybody wanta ride? . . . Cause of the St. Hyacinthe (Quebec) fire, fatal to 46, still remains a mystery. . . . Thirty-six members of a peasant wedding party in village of Sretniza (Yugoslavia) were burned to death. . . . Bridgeport's Chief Burns and firemen breathed easier after getting confession from two youths, who admitted to setting six fires, two of which caused destruction of school buildings. . . . Falling walls took toll of firemen last few weeks. Five were killed in Paterson (N. J.) blaze and Lieut. Tom Meehan of Engine 9, N. Y. F. D., was killed and several men injured at livery stable blaze that killed 125 horses. . . . While fighting fire in a dump, fireman Stephen Connors, Engine 9, Jersey City (N. J.) F. D., dropped dead. . . . Boy Scouts of Managua (Nicaragua), have become part of city's F. D. . . . Orchids for Gusman Parker, 60 years old, who tossed his three small grandchildren out a window, but himself perished, when fire destroyed his six-room house near Elizabethtown (N. Y.). . . . Suit of $200,000 against city of White Plains entered as result of fatal fire, which citizens blame on temporary removal of an engine from a supposed "first-due" company, but which firemen point out had no bearing on loss of life. . . . Have you got a set of the Panama F. D. stamps issued in commemoration of its 50th anniversary? Reported to be only stamps ever printed to celebrate a F. D. . . . Fire, caused by defective wiring, took home of George Garris, Newton (N. J.), 90-year-old veteran, and $5,000 he had hidden in wooden box.

65 Mile L. D. Fire Call

Mrs. Myra Lapier, living at entrance to the Edward Howe Forbush Wild Life Sanctuary, near Hancock (Mass.), had overheated stove set fire to her house. To get help she had to telephone sixty-five miles to reach town F. D. which is only four phoneless miles down the pike. The calls were made from a neighbor's home through extensions of Williamstown, North Adams, Pittsfield and West Lebanon (N. Y.). Three minutes after Mrs. Lapier phoned, Chief Ray Wood and the town engine were doing 60 m.p.h. toward Lapier home. Half way there the Chief was signalled to stop, as volunteer bucket brigade had snuffed flames.

Church Services "Get Hot"

Volunteer firemen fought blaze in basement of Church of Immaculate Conception, Hoosick Falls (N. Y.), while funeral services were being conducted upstairs for F. J. Behan, former town tax collector. Church was saved; funeral went on.

Chief O'Hanlon on "Hot Seat"

We omitted this item which about a dozen newscouts sent in. It concerns Asst. Chief Joseph O'Hanlon, N. Y. F. D., who was en route to two alarm fire, when he suddenly turned to his driver and said "We're getting warm." "Yeah," answered chauffeur fireman Post, "the seat's on fire!" And sure enough, it *was*. They stopped hurriedly and beat out the fire, then resumed speed. Arriving at the loft fire, O'Hanlon went into action. Soon after a passing fireman saw smoke coming from the Chief's car. It was the seat again—a re-kindle for the Chief. This time the fire was doused under a hydrant.

Puts Muffler on Stove Pipe!

Chief Henry Drake, Stanford Fire Company, Stanfordville (N. Y.), tells us of a fire call he got where they found flooring in attic afire around a stove pipe in spite of a well ventilated sleeve around said pipe. Inquiry disclosed fact that the farmer occupant of house had placed an old quilt around stove pipe at the floor to keep the warm air in the room below from ventilating through the ventilating sleeve—no doubt to keep stove pipe warm. Who'd 'a' thunk it!

School Reporter Gets Scoop

Leon R. Meaney, Greenwich (Conn.), sends us yarn about sixteen-year-old Irving Brourman, McKees Rocks (Pa.), school reporter who called his newspaper to report a fire—his first big scoop. "What's burning?" inquired the city editor. "My house" shouted the reporter, proudly.

What's in a Number?

"I had 13 fire alarms during three months and answered 13 calls. I have been Chief of Haynesville (La.), F. D. 13 years, have 13 men in my F. D., live in house No. 113, had a fire loss during the quarter of $1,300, had my first auto accident on the 13th and it cost me $13 to get it fixed" sez Carl McEachern. Boy!—page Brother Ripley.

Barnum School Razed

Four firemen were injured, one of them seriously, and at least twenty others had narrow escapes from injury, as fire of undetermined origin swept through the upper floors of the Barnum Public School, a 3½-story brick structure, at Bridgeport, Conn., recently. Loss was estimated at $125,000 by fire officials.

Captain Walter R. Hopkins, Engine Company No. 2, one of the first companies to arrive at the fire, suffered two fractured ribs and a back injury in sliding down a ladder to escape scattered bricks from the west wall of the school which collapsed during the height of the fire. Two members of the same fire company were injured from falling bricks.

The first alarm for the fire was received at 11:40 p.m. Engine Companies 2, 10 and Truck Company 3 responded with Assistant Chief A. T. Platt in command. When the first companies arrived at the scene, flames were coming out around one of the large chimneys on the west side of the school and were being fanned by a stiff northwest wind. A passerby sounded another alarm from a nearby box which brought two additional companies.

Realizing the seriousness of the situation, Assistant Chief Platt ordered a second alarm at 11:53 p.m. Four engine and one truck company answered this call. When Chief Thomas F. Burns arrived, he immediately ordered additional companies to combat the flames, which had enveloped the entire top floor. No. 3 Truck, located about 15 feet from the building, was struck by a downpour of bricks from a falling wall and was smashed beyond repair.

With the steady wind helping the flames, the east roof facing Noble Avenue, collapsed, leaving the top of the building a mass of flames which could be seen from all parts of the city.

Twenty-five lines of 2½-inch hose were used to fight the fire, which was one of the most stubborn in that city in many years. The Barnum School was named after P. T. Barnum, the famous showman, and stood on a plot of ground he gave to the city. The structure, built in 1893, housed 850 pupils, ranging from the first to the eighth grades.

THOMAS F. MAGNER.

Two Views of the Fire Which Destroyed the Bridgeport School

Upper, night picture of the fire after the collapse of the center section of the roof. Lower, apparatus damaged by the shower of falling bricks.

WHAT'S BURNING

THE following list includes fires of $50,000 loss and over in the United States and Canada, for the month of March, 1938. These figures, compiled from the telegraphic reports, are based on estimates made at the time, and are subject to later investigations and consequent revision. Taken as a whole, however, they are an approximately correct view of the losses incurred. The figures represent loss in thousands of dollars.

Month Ending March 31	Loss in Thousands of Dollars
Bath, Me.—Garage owned by C. A. Plant..	50
Peru, Ind.—Wallace Theatre and adj. property	80
Frankfort, Ky.—Plant of Kennebec Distilling Co., damaged	165
Hull, Que.—Apartment house and adj. property	50
Ridgefield, Conn.—Residence of Henry S. Roberts destroyed	50
Victoriaville, Que.—Plant of Jutras Co., destroyed	70
Fort Niagara, N. Y.—Barracks destroyed..	125
Beckley, W. Va.—Murphy's 5 and 10 cent store, adj. property	65
Brooklyn, N. Y.—Brooklyn Polytechnic Institute damaged	80
Ocean Grove, N. J.—North End Hotel damaged	125
Timmins, Ont.—Brewers' warehouse destroyed	50
Los Angeles, Cal.—Castilian Productions Corp. property	80
Johnstown, Pa.—Garage and trucks of Alko Express Lines	80
Toronto, Ont.—Jarvis Street Baptist Church damaged	170
Kalamazoo, Mich.—H. J. Cooper garage destroyed	75
Nome, Alaska—Machine shop of U. S. Smelting & Refining Co.	80
Oklahoma City, Okla.—Cotton oil mill damaged	80
Ellwood City, Pa.—First Baptist Church destroyed	65
Detroit, Mich.—Property occupied by Motor City Paper Co., destroyed	50
Cragston-on-Hudson, N. Y.—Mansion on former Morgan estate	50
Centerville, Iowa—High school building destroyed	150
Temple, Texas—First Baptist Church destroyed	50
Martinez, Cal.—Phosphate plant of Mountain Copper Co.	65
Caldwell, Ohio—Plant of Pugh Milling Co. destroyed	50
Peoria, Ill.—Plant of International Color Printing Co.	125
Jackson, Mich.—Bldg. occupied by Montgomery Ward & Co., damaged	65

Ottawa, Ont.—Department store in Regal bldg. damaged 60
West Swanzey, N. H.—Property of C. L. Lane Co., adj. bldgs..... 50
Beaver Falls, Pa.—Bldg. occupied by Murphy 5 and 10 cent store..... 170
Spirit Lake, Iowa—Business property damaged 50
Paterson, N. J.—Whse. of Quackenbush Co. dept. store destroyed..... 210
Culver, Ind.—Bldg. housing equipment of Culver Summer Naval School damaged.. 80
New York, N. Y.—Plant of Horton Pilsener Brewing Co. 650
Bergland, Mich.—Grade school building destroyed 50
Herman, Pa.—St. Fidelis' Seminary destroyed 200
Snyder, Tex.—School building damaged.... 80
Cleveland, Ohio—Passenger steamer "City of Buffalo" owned by Cleveland & Buffalo Transit Co. 300
Union Springs, Ala.—High school building destroyed 65
Mount Vernon, N. Y.—Plant of Poloron Products, Inc. 125
St. Bernard, Ohio—General Naval Stores and Vulcan Oil Co..... 200
Fort Wayne, Ind.—Whse. and sheds of Ft. Wayne Builders Supply Co., adj. property 85
Seattle, Wash.—Plant of Federal Ink & Chemical Co., and whse. of Washington Iron Works 50
Richlands, Va.—Mill of W. E. Mullins Lumber Co., destroyed..... 50
Algona, Iowa—Quinby and Berry buildings destroyed 80
Trenton, N. J.—Whse. of Luzerne Rubber Co., destroyed 50
Diablock, Ky.—Property of Four-Seam Coal Corp., damaged 65
Houston, Tex.—Christ Church and adj. property 400
Labadieville, La.—Factory of Supreme Sugar Refinery 400
Niles, Ohio—Tin plate mill of Republic Steel Corp. 50
Springfield, Ohio—Trappers building damaged 75
Detroit, Mich.—Bldg. occupied by Goodwill Industries 150
Flat Rock, Mich.—Holy Family Catholic Church and parsonage..... 60
Pittsburgh, Pa.—Walton building destroyed 50
Kingsport, Tenn.—Kingsport Wholesale Grocery Co., destroyed..... 65
Great Neck, N. Y.—The Windsor, apartment bldg., Barstow Rd..... 100
S. Langhorne, Pa.—Oak Grove Hosiery Mill destroyed 80
Camden, N. J.—McCrory dept. store damaged 50
Montreal, Que.—Corona Hotel destroyed.. 150
Pepperell, Mass.—Whse. of Nashua River Paper Co., destroyed..... 225
Johnson City, Ill.—A. & P. store and Alexander Hardware Store..... 65
Melbourne, Que.—Factory of J. G. Ewing & Son and adj. property..... 50
Evansville, Ind.—St. Paul's Episcopal Church destroyed 65
E. Cambridge, Mass.—Fawcett coal plant and adj. property..... 80
San Bernardino, Cal.—Gentry block, damaged 50
Baltimore, Md.—Dwelling of Mrs. Eugene Levering, Jr., Green Spring Valley..... 50

Pension for Volunteers

A bill has been proposed for Illinois to provide a pension for volunteer firemen who have had twenty years' active service and have reached the age of fifty-five to sixty. In case of paid or part paid men, the pension would be one-half of their respective salaries, and in the case of volunteers receiving less than fifty dollars a month, the pension would be fixed at twenty-five dollars a month.

In the event of death while in line of duty, an allowance would be paid the widow, dependent child, parent or other named dependent. The pension would also apply for those permanently disabled.

A local Board of Trustees in each village would act on applications for pensions and would administer local matters.

The proposed bill was drafted by Simon Kellerman, III, Attorney, Edwardsville, Ill., Treasurer of the Illinois Firemen's Association.

Construction of a Life Net

By JAMES THOMPSON, JR.
Deputy Chief, Irvington, N. J.

For some time, I have been interested in the matter of a life net for use at drill schools to eliminate physical injury in the event of a fall. This type of accident is bad, for not only does it cause pain and injury to the one affected, and deprives the department of the services of the man for a time, but it builds up lack of confidence in the drillmaster.

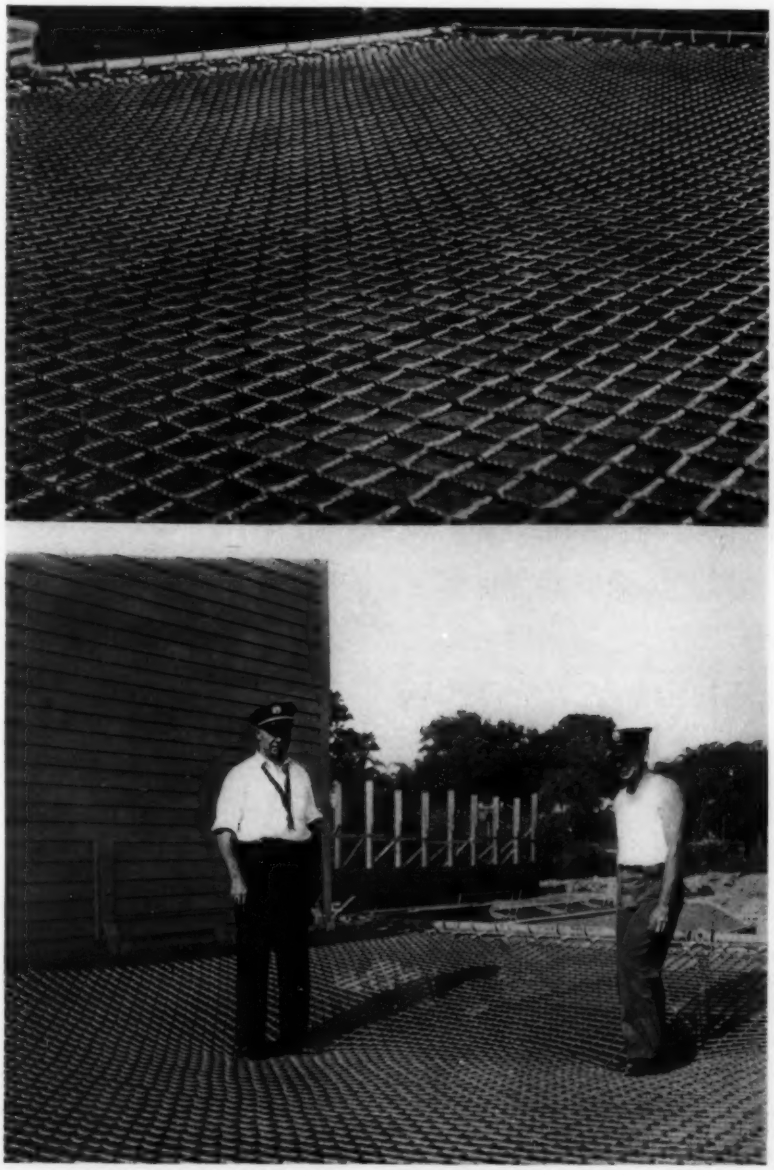
So a study was made of drill nets used by a number of cities, in order to learn the best features of all.

Previous to my years in the fire service, I had experience as a rigger at sea, then as a bridgeman and rigger on land. This provided me with some knowledge of rope and tackle.

I realized that the type net that I wanted was similar to those used at circuses to catch the aerial artists. I also realized that a net must be designed to hold many men without sagging and also actually save life. So work was started on a net, and before the work was completed, much skin was barked off fingers.

The net was strung from a heavy pipe frame. There is now on the market a heavy rope frame, and instead of stationary stations, there are loose uprights, spaced evenly around the frame. This type construction is far superior to the net constructed, for it does away with the danger of injury to a person should he strike the pipe frame in his fall.

After the net was completed, it was



Two Views of the Net Constructed for Irvington

Upper, view of the net showing the splicing of the rope and the weave. Lower, showing how the strain on the rope is evenly distributed in the space between the two men.

necessary to have springs to take up the shock. I did not know how to design springs, and how to calculate the number of coils necessary. Much help was given me by Captain Moeller, Atlas Fire Equipment Company. He suggested a number of changes in the frame and in the net itself.

Every net is different from the angle of proper rebound and weight distribution. In my net there are eighty-six springs spaced nine inches apart. The net has already caught a 165-pound man who has dropped forty-five feet. The only comment from the man was that he received quite a kick from the fall.

Another Pumper for Brookline

Commissioner George W. Goode, Brookline, Mass., has ordered a sedan type American-LaFrance triple combination pumper of 1,250 gallons capacity with a V type 12-cylinder motor.

J. F. McConnell Dead

John F. McConnell, Deputy Chief of the Newark, N. J., Fire Department, died at the age of forty-nine, following an operation. He joined the department in 1911, and was the youngest member ever appointed Deputy Chief. His widow and two daughters survive.

Ex-Chief Bideker Dead

W. E. Bideker, former Chief of the Forth Worth, Tex., Fire Department, died of a heart ailment at the age of sixty-nine.

He joined the service shortly after the paid department was established, was appointed Assistant Chief in 1901, and Chief four years later. He was an honorary life member of the I.A.F.C. In 1919 he retired to enter the insurance business.

Mr. Bideker is survived by four daughters, and a brother.

Arson Squad Formed in New Haven

Preparing to combat fire bugs and other types of incendiarists, Fire Marshal Paul P. Heinz of the New Haven, Conn., Fire Department has formed a special arson squad to work under his direction in a vital branch of fire service, the uncovering of criminal evidence at the scene of a suspicious fire. The move was ordered by Chief Lawrence E. Reif.

The new squad is composed of men already assigned to the Marshal's staff, but who have been undergoing special training to fit themselves for their new duties. With the squad's formation, New Haven becomes the first city in Connecticut to have a unit within the Fire Department, expressly trained and equipped for criminal fire investigation.

Composing the special detail are Battalion Chief Joseph E. Kelly, transferred from fire duty, and Captains Edward Curran and Eugene J. Mulligan. Chief Kelly's 40 years' experience in fire fighting is held as valuable asset to the squad. Captain Curran will handle the photography and finger-printing aspects of an investigation, while Captain Mulligan is an expert in combustibles and the extraction of inflammable fluids from wood and other materials.

THOMAS F. MAGNER.

Fire Alarm Station at Lawrence, Mass.

The accompanying pictures show exterior and interior views of the new fire alarm headquarters building recently completed in Lawrence, Mass.

The building is a two-story brick structure with white trim and ornamental windows. The fire alarm equipment was furnished by the Gamewell Company, Newton, Mass.

The operating room is light and airy with high ceiling. The alarm equipment is a special three-fold type modified to meet the local conditions. It has a capacity of 24-box circuits, with provisions for transmitting and recording signals on the latest type punching registers. Two Peerless transmitters are installed in addition to a manual type Pearce transmitter.

The equipment is enclosed in art metal cabinets finished and grained in San Domingo mahogany. The battery supply of current is supplemented with a gasoline engine generator set for emergency use.

HARRY BELKNAP.

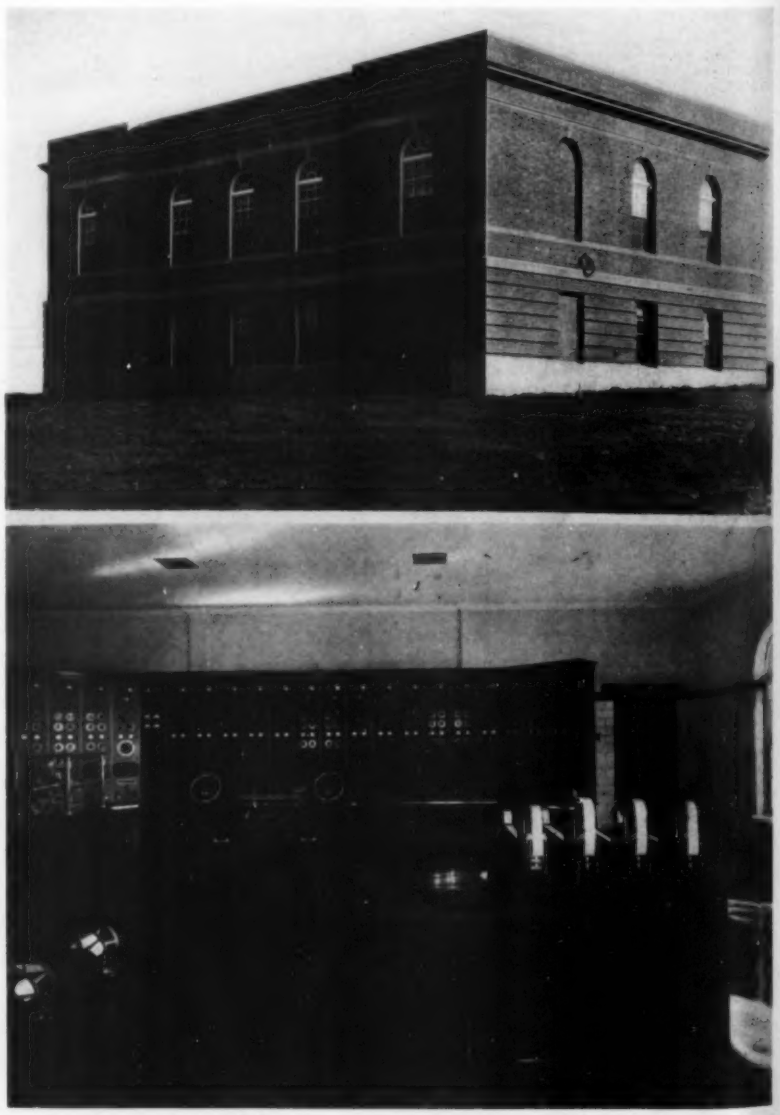
Protection of Oakland Tunnel

Fitting in recesses in the walls of the new Oakland, Cal., vehicular tunnel, are sixty-five Buffalo foam extinguishers. Also in other niches are Gamewell fire-alarm boxes and police boxes.

When a fire alarm is received in the master fan control room, the operator locks traffic out of the tunnel from which the fire alarm was received and reroutes the traffic through the other tunnel. When the department arrives, the tunnel is clear.

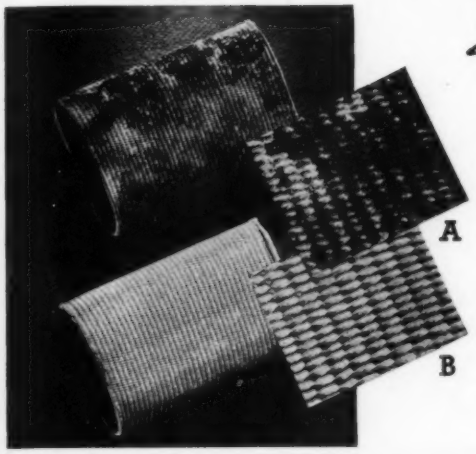
Each of the tunnels has twenty-two-foot roadways providing two lines of traffic in each direction, and a three-foot wide pedestrian walk.

CHARLES W. GEIGER.



Exterior and Interior of Fire Alarm Headquarters of Lawrence, Mass.

PROVAR PROCESSED HOSE
Fights Mildew Better
Fights Fire Better



★ Hose that fights mildew better is a better, more dependable fire fighter. When you use Republic Provar Processed Fire Hose you can be sure that the mildew problem is solved! Mildew can't live with Provar. This process is used exclusively on all Republic Fire Hose. It's permanent—will not wash out.

A six month's exposure in conditions favorable to mildew growth showed Provar Processed Hose still in perfect condition. This means a great reduction in hose costs, longer more dependable service, and—the price is the same as ordinary hose!

A Not processed for mildew protection.
B PROVAR PROCESSED Republic Fire Hose —no sign of mildew.

• • •

Unretouched photo showing results after samples were saturated with water and exposed to moist atmosphere for six months.

Republic **FIRE HOSE**

REPUBLIC RUBBER
Division of Lee Rubber and Tire Corporation
Youngstown, Ohio

BARTON FIRE PUMPS

Everything Better —EVEN THE PRICE!

Believe it or not—in the case of fire pumps, **the best costs the least!** Barton Fire Pumps, **front-mounted,** can save your community HUNDREDS OF DOLLARS in the cost of complete apparatus—yet give you everything required in the way of first-class protection.

Incorporated in Barton Pumps is the utmost in high-efficiency and endurance. We use the finest materials—stainless steel, ball bearings, etc. **They pass all the Underwriters' Tests.**

Remember this: so excellent is Barton performance and construction that NOT IN TEN YEARS do we know of a single pump which has failed in line of duty.

Write us today for Bulletin 75.

AMERICAN-MARSH PUMPS, INC.
CENTRIFUGAL, TURBINE, STEAM, AND POWER PUMPS
BATTLE CREEK, MICHIGAN — PUMPS AND PUMPS ONLY SINCE 1873

Buckeye Shut-Off Nozzles *will not leak!*

Buckeye Nozzles *will not leak*, nor will they open or close under pressure when partially shut down. Yet the shut-off works easily under pressure. The one and only adjustment is simplicity itself. All working parts are accessible. A smooth, clean, tapered waterway insures a perfect stream.

Now Buckeye has a Fog Developing Device (Fig. 948) which will fit your present shut-off nozzle. The Buckeye Fog Tip (Fig. 946) can be carried in the fireman's pocket. It quickly converts any shut-off into an efficient fog nozzle.

Write for complete details on these shut-off nozzles or any other Buckeye fire fighting equipment, consisting of warning whistles, Roto-Rays, Moto-Rays and Expanders.

BUCKEYE
Shut-off Nozzles · Roto-Rays · Whistles

BUCKEYE IRON & BRASS WORKS, 324 EAST THIRD STREET, DAYTON, OHIO

Ross Relief Valves

SIZES — 1 inch to 2½ inch

CAPACITIES — to 1600 g.p.m.

PRESSURES — to 750 pounds

1", 1¼", 1½"
Capacity to 450 g.p.m.

A TYPICAL ROSS RELIEF VALVE —

Developed, Tried, Proven

Easily adjustable—Responsive—Simple—Rugged—Effective—Dependable. More cannot be said and the thousands of ROSS VALVES on motor-driven fire apparatus attest to these statements.

Ross Valve Mfg. Co. Inc.
TROY, N. Y.

FREE TO FIRE CHIEFS

Fire chiefs who are seeking increased appropriations for more fire alarm boxes or fire fighting equipment may help their cause by furnishing the Mayor of their city a copy of

"INFLATION AND FIRE CHIEFS"

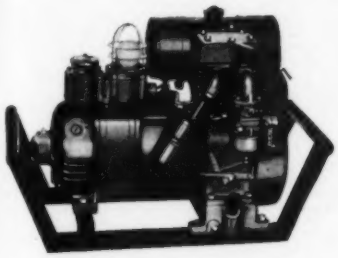
by ROGER W. BABSON as it appeared in FIRE ENGINEERING for February, 1937. Copies will be sent free to any chief who writes:

BABSON'S STATISTICAL ORGANIZATION, INC.
By ROGER W. BABSON, *President*
Babson Park, Mass.

Manufacturers' Announcements

Portable Electric Plants

An illustrated folder has been issued by the U. S. Motors Corporation, Oshkosh, Wis., to present data on portable



Portable 1,200-Watt Generator

electric plants suitable for Fire Department use. The company has recently added to its line a 1,200-watt air cooled unit weighing 160 pounds.

Fire Department Supplies

An illustrated catalogue of sixteen pages has been issued by J. M. Loeffler, 132 N. 14th Street, Philadelphia, Pa., to show his line of fire department supplies and fire protection equipment. An electric hose hoist is made for use with a hose tower.

New Jersey Company Reports Sales

New Jersey Fire Equipment Company, Dunnellen, N. Y., reports that a Pirsch 65-foot intermediate aerial will be delivered to Dover, N. J., early in June. "Smokeater" model 500-gallon triple combination pumpers have been recently delivered to Alloway, Stone Harbor and Basking Ridge. A quad "Smokeater," the first white painted job in Middlesex County was delivered to the Arbor Hose Company. A Ford 500-gallon centrifugal pumper was delivered to the Bloomfield Park company at Pennsauken.

New Haven Plan Meets

The monthly meeting of the New Haven County Fire Chiefs' Emergency Plan was held on March 15 in the hall of the International Silver Company, Meriden, Conn., with President John Pachil in charge of the meeting. John F. Moroney, Chief of the Meriden Fire Department, was host to the visitors.

Following the reading of committee reports, the body voted to hold a banquet on the night of the annual meeting in May. President Pachl appointed the following committee to be in charge of the banquet arrangements: Assistant Chief Francis O. Spaine, New Haven; Chief Milton Galvin, New Haven; Chief Clarence Norton, Guilford; Deputy Chief Arthur Harris, Meriden, Chief Richard Williams, Cheshire, and Chief James Downey, Wallingford.

Chief Arthur Bell, Instructor of Fire Practices of Nassau County, N. Y., gave a very interesting talk on the subject of "Forcible Entry." The talk was illustrated with lantern slides, showing different types of fires that had occurred in various parts of the United States and pointed out the good and bad points of the different operations.

Following the meeting, refreshments were served by a committee headed by Deputy Chief Harris and James Downey, Chief of the Wallingford Fire Department, the father of Morton Downey, famous radio star.

THOMAS F. MAGNER.

Old McGinty Blows Up

Unless you are acquainted with Fremont, Neb., you may not know Old McGinty, a recent victim of high internal pressure. But before its demise, McGinty had served Fremont ever since 1885.

McGinty came into being during the days of the old handdrawn fire apparatus, for it was at that time that the volunteers gave the warbling fire siren that name. Age and increasing steam pressure at the city water plant proved too much for that old veteran, and during a recent test, Old McGinty fell a victim of high internal pressure. He blew up.

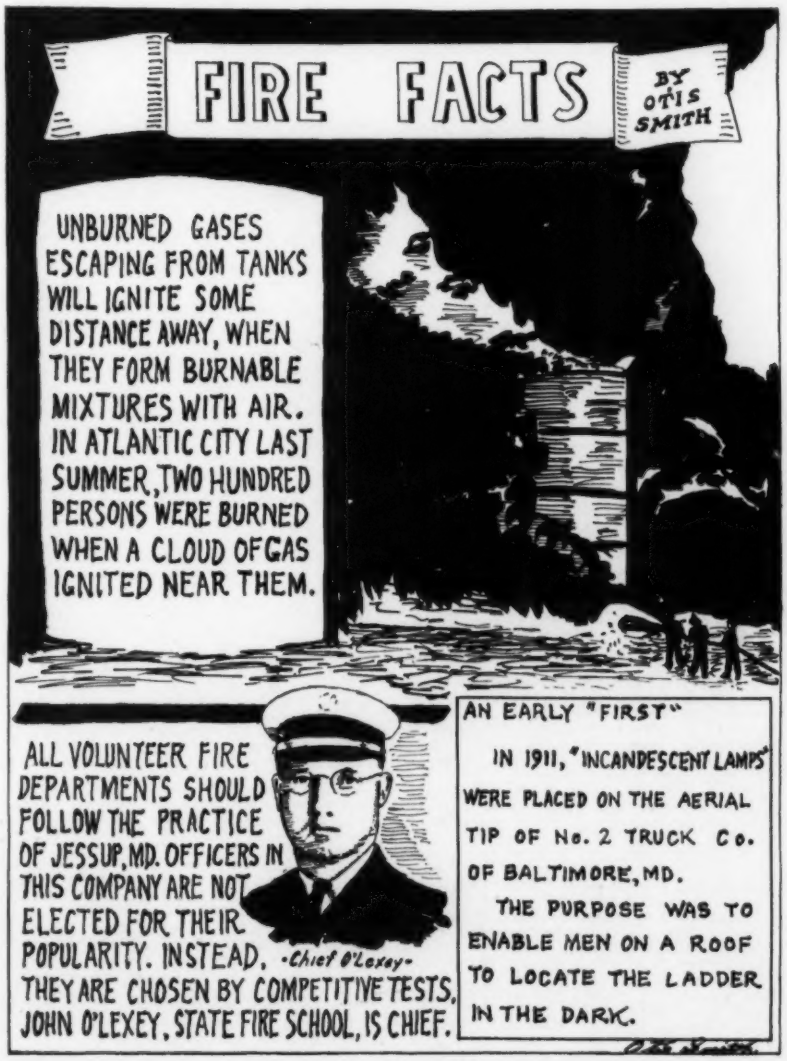
Chief Duckham, Oxnard, Dead

Fred C. Duckham, Chief of Fire Department at Oxnard, Cal., for forty years, died at a Los Angeles hospital at the age of sixty-nine. He is believed to have been the oldest California Chief from the point of continuous service. Chief Duckham is survived by a son and a daughter.

Ouimet Heads Montreal Force

A. T. Ouimet has been appointed Director of the Montreal, Que., Fire Department.

He has a long record in the fire service and has been a member of the department since he was seventeen years old. In 1908, he was Lieutenant; Captain, in 1911; District Chief in 1932 and Deputy Chief in 1933. He is fifty years old and has acquired an extensive knowledge of building matters.


FIRE FACTS
BY OTIS SMITH
UNBURNED GASES ESCAPING FROM TANKS WILL IGNITE SOME DISTANCE AWAY, WHEN THEY FORM BURNABLE MIXTURES WITH AIR. IN ATLANTIC CITY LAST SUMMER, TWO HUNDRED PERSONS WERE BURNED WHEN A CLOUD OF GAS IGNITED NEAR THEM.
ALL VOLUNTEER FIRE DEPARTMENTS SHOULD FOLLOW THE PRACTICE OF JESSUP, MD. OFFICERS IN THIS COMPANY ARE NOT ELECTED FOR THEIR POPULARITY. INSTEAD, THEY ARE CHOSEN BY COMPETITIVE TESTS. JOHN O'LEXEY, STATE FIRE SCHOOL, IS CHIEF.
-Chief O'Lexey-
AN EARLY "FIRST"
IN 1911, "INCANDESCENT LAMPS" WERE PLACED ON THE AERIAL TIP OF No. 2 TRUCK Co. OF BALTIMORE, MD.
THE PURPOSE WAS TO ENABLE MEN ON A ROOF TO LOCATE THE LADDER IN THE DARK.

CLASSIFIED ADVERTISING

Bids Wanted, For Sale and Help Wanted $5 *per inch. Position Wanted,* $2.50 *per inch.*

Sales Manager Wanted

Well-known and rapidly growing builder of all types of motor fire apparatus has splendid opening for a live young man to act as sales manager for New York metropolitan territory. This is a real opportunity for a go-getter. Write full details, including age, education, experience and references. Your letter will be treated confidentially. Address Box 40, c/o FIRE ENGINEERING, 24 W. 40th St., New York.

CONVENTION DATES

April 12—EASTERN NORTH CAROLINA FIREMEN'S ASSOCIATION. Next meeting, Kingston, N. C. Secretary-Treasurer, Stamey Davis, Morehead City, N. C.

April 13—NASSAU COUNTY FIREMEN'S ASSOCIATION. Annual Meeting, Headquarters, Lawrence-Cedarhurst Fire Department, Lawrence, L. I., N. Y. Secretary, James McInnes, Jr., Syosset, L. I., N. Y.

April 18-20 — FLORIDA STATE FIREMEN'S ASSOCIATION. 13th Annual Convention, Fort Lauderdale, Fla. Secretary, F. C. Pfaender, Chattahoochee, Fla.

April 20—FIRE CHIEFS' EMERGENCY PLAN OF WESTCHESTER COUNTY. Regular Meeting, West Harrison, N. Y. Secretary, Captain Howard Geer, Fire Headquarters, Rye, N. Y.

April 21—ORANGE COUNTY ASSOCIATION OF FIRE CHIEFS. Next meeting Tustin, Cal. Address F. W. Crocker, Newport Beach, Cal.

April 27—FAIRFIELD COUNTY FIRE CHIEFS' EMERGENCY PLAN. Regular Meeting, Darien, Conn. Secretary, Captain John Moehring, Toms Road, Stamford, Conn.

May—OHIO FIRE SCHOOL. 9th Annual School, actual dates to be set later. Director, K. W. Stinson, Ohio State University, Columbus, Ohio.

May 4-6—GEORGIA STATE FIRE COLLEGE. 4th Annual College, Atlanta, Ga. Director, Fire College, Harry Phillips, 166 Alabama Street, Atlanta.

May 4-7—ARIZONA STATE FIREMEN'S ASSOCIATION. 15th Annual Convention, Nogales, Ariz. Secretary-Treasurer, H. W. Reggin, Box 813, Prescott, Ariz.

May 9 - 13 — NATIONAL FIRE PROTECTION ASSOCIATION. 42nd Annual Meeting, Atlantic City, N. J. Managing Director, Franklin H. Wentworth, 60 Batterymarch Street, Boston, Mass.

May 10—NEW HAMPSHIRE STATE PERMANENT FIREMEN'S ASSOCIATION. Next Meeting, place to be decided later. Secretary, William L. Kellogg, Manchester, N. H.

May 16 - 18 — NEW MEXICO STATE FIREMEN'S ASSOCIATION. 16th Annual Convention and 8th Annual Fire School, Carlsbad, N. M. Secretary-Treasurer, Theodore A. Rosenwald, P. O. Box 732, Albuquerque, N. M.

May 16-18—OKLAHOMA STATE FIREMEN'S ASSOCIATION. 44th Annual Convention, Muskogee, Okla. Secretary-Treasurer, Charles Slemp, 1701 Northeast 63rd Street, Oklahoma City, Okla.

May 17-19—NORTH CAROLINA FIRE COLLEGE AND DRILL SCHOOL. Annual School, Asheville, N. C. Secretary, John Miller, North Carolina State Fireman's Association, Concord, N. C.

May 25—IOWA FIRE CHIEFS' ASSOCIATION. Annual Meeting, Ames, Ia. Secretary-Treasurer, L. R. Morris, Ames, Iowa.

May 25 - 28 — IOWA SHORT COURSE FOR FIREMEN. Annual State Fire School, Iowa State College, Ames. Director, Lindon J. Murphy, Iowa State College.

May 30-June 3—SOUTH DAKOTA FIREMEN'S ASSOCIATION. 54th Annual Convention and Fire School, Mobridge, S. D. Secretary, M. C. Sullivan, Parkston, S. D.

June—NEVADA STATE FIREMEN'S ASSOCIATION. Annual Convention, Elko, Nev. (Exact date to be announced later.) Secretary, E. R. Simms, Sparks, Nev.

June 7-9—OHIO FIRE CHIEFS' ASSOCIATION. 21st Annual Convention, Lima Ohio. Secretary-Treasurer, Chief Philip J. Harty, Youngstown Sheet and Tube Co., Youngstown, Ohio.

June 8-9—SOUTH CAROLINA STATE FIREMEN'S ASSOCIATION. 33rd Annual Convention, Charleston, S. C. Secretary-Treasurer, Paul E. Wilburn, Union, S. C.

June 8-9 — SOUTHEASTERN ASSOCIATION OF FIRE CHIEFS. 11th Annual Convention, Andrew Johnson Hotel, Knoxville, Tenn. Secretary-Treasurer, Chief R. S. Baughan, Norfolk, Va.

June 8-9—STATE FIREMEN'S AND FIRE MARSHALS' ASSOCIATION OF TEXAS. 62nd Annual Convention, Amarillo, Tex. Secretary-Treasurer, Olin Culberson, Edna, Tex.

June 8-10—NEW YORK STATE ASSOCIATION OF FIRE CHIEFS. 32nd Annual Convention, Hotel Mark Twain, Elmira, N. Y. (In connection with meeting of Mayors' Conference.) Secretary, Chief Chris W. Noll, Poughkeepsie, N. Y.

June 13-15—MINNESOTA STATE FIRE DEPARTMENT ASSOCIATION. 66th Annual Convention, Wadena, Minn. Secretary, Fred Pfaender, New Ulm, Minn.

June 14-15 — NORTH DAKOTA FIREMEN'S ASSOCIATION. 54th Annual Convention, Harvey, N. D. Secretary, H. R. Handtmann, Fargo, N. D.

June 14-17—FIRE COLLEGE OF ILLINOIS. 14th Annual College, University of Illinois, Urbana. Director, L. H. Provine, University of Illinois.

June 15—NORTHWESTERN OHIO VOLUNTEER FIREMEN'S ASSOCIATION. 65th Annual Convention, Napoleon, Ohio. Secretary, J. W. Gardner, Ashland, Ohio.

June 15-17—MARYLAND STATE FIREMEN'S ASSOCIATION. 46th Annual Convention, Baltimore, Md. Secretary, George R. Lindsay, Hagerstown, Md.

June 15 - 18 — WASHINGTON STATE FIRE CHIEFS' ASSOCIATION, STATE FIREMEN'S ASSOCIATION and STATE FIRE SCHOOL. Chiefs' 6th and Firemen's 16th Annual Convention and 7th Annual Fire School, Wenatchee, Wash. Secretary, Chiefs, W. A. Groce, 716 Mohawk Bldg., Spokane; Secretary, Firemen, Hugh M. Leslie, Auburn, Wash.

June 16 - 18 — EASTERN ASSOCIATION OF FIRE CHIEFS. 11th Annual Convention, Baltimore, Md. Secretary, Chief Charles E. Clark, P. O. Box 217, Wayne, Pa.

June 18 — NASSAU COUNTY FIREMEN'S ASSOCIATION. 32nd Annual Parade and Tournament, West Hempstead, L. I., N. Y. Secretary, James McInnes, Jr., Syosset, L. I., N. Y.

June 19-25—ALLEGHENY COUNTY VOLUNTEER FIREMEN'S ASSOCIATION. 24th Annual Convention, Verona, Pa. Parade date, June 25. Secretary, A. H. Leck, 1009 Third Street, McKees Rocks, Pa.

June 20-23 — MICHIGAN STATE FIREMEN'S ASSOCIATION. 64th Annual Convention and 10th Annual Fire College, Saulte Sainte Marie, Mich. Secretary-Treasurer, George M. Low, Bangor, Mich.

June 21-22—MISSOURI VALLEY ASSOCIATION OF FIRE CHIEFS. 4th Annual Convention, Boulder, Colo. Secretary-Treasurer, Chief Ray Tiller, Waterloo, Iowa.

June 21-23 — NEW ENGLAND ASSOCIATION OF FIRE CHIEFS. 16th Annual Convention, Hotel Vermont (Exhibits, Municipal Auditorium), Burlington, Vt. Secretary-Treasurer, Chief John W. O'Hearn, Watertown, Mass.

June 22-25—HUDSON VALLEY VOLUNTEER FIREMEN'S ASSOCIATION. 49th Annual Convention, Hudson, N. Y. Secretary, Chief Chris W. Noll, Poughkeepsie, N. Y.

June 29—FAIRFIELD COUNTY FIRE CHIEFS' EMERGENCY PLAN—Regular Meeting, Redding, Conn. Secretary, Captain John Moehring, Toms Road, Stamford, Conn.

July—WEST VIRGINIA FIRE CHIEFS' ASSOCIATION. 7th Annual Convention, Morgantown, W. Va. Secretary-Treasurer, Roy B. Lister, Nutter Fort, W. Va.

August—VERMONT STATE FIREMEN'S ASSOCIATION. 49th Annual Convention, Poultney, Vt. (Exact date to be decided later.) Secretary-Treasurer, W. R. Adams, Vergennes, Vt.

Aug. 2-4—WISCONSIN PAID FIREMEN'S ASSOCIATION. 31st Annual Convention, Eau Claire, Wis. Secretary-Treasurer, George Johnson, 1609 West Boulevard, Racine, Wis.

Aug. 8-11—NORTH CAROLINA STATE FIREMEN'S ASSOCIATION. 51st Annual Convention, New Bern, N. C. Secretary, John Miller, Concord, N. C.

Aug. 8-12—PROVINCE OF QUEBEC POLICE AND FIRE CHIEFS' ASSOCIATION. 6th Annual Convention, Sherbrooke, Que. Hon. Secretary-Treasurer, Chief Robert Harrington, Fire Dept., McColl-Frontenac Oil Co., Ltd., Suite 8, Hotel Windsor, Montreal, Que.

Aug. 9-10—VIRGINIA FIRE CHIEFS' ASSOCIATION. 10th Annual Convention, Luray, Va. Secretary-Treasurer, E. H. Rouse, Orange, Va.

Aug. 9-12—VIRGINIA STATE FIREMEN'S ASSOCIATION. 52nd Annual Convention, Luray, Va. Secretary, O. W. Dabney, Staunton, Va.

Aug. 16-19—FIREMEN'S ASSOCIATION OF THE STATE OF NEW YORK. 66th Annual Convention, Saranac Lake, N. Y. Secretary, Fred A. Davis, Fort Edward, N. Y.

Aug. 19-20—CONNECTICUT STATE FIREMEN'S ASSOCIATION. 55th Annual Convention, Milford, Conn. Secretary, D. W. Harford, 10 Chestnut Street, South Norwalk, Conn.

Aug. 25-27 — NORTHERN PENNSYLVANIA FIREMEN'S ASSOCIATION. Annual Convention, New Castle, Pa. Secretary, Paul J. P. Donley, Sharon, Pa.

Aug. 29—PACIFIC COAST ASSOCIATION OF FIRE CHIEFS. 45th Annual Convention, Salt Lake City, Utah, week of Aug. 29 (tentative date). Secretary, ex-Chief Jay W. Stevens, Merchants' Exchange Bldg., San Francisco, Cal.

Aug. 29-Sept. 3—INTERNATIONAL ASSOCIATION OF FIRE FIGHTERS. 14th Annual Convention. Atlanta-Biltmore Hotel, Atlanta, Ga. Secretary-Treasurer, George J. Richardson, A. F. of L. Bldg., Washington, D. C.

September—OREGON FIRE CHIEFS' ASSOCIATION. Annual Convention, Pendleton, Ore. (At time of Round Up Week—date not set.) Secretary, Thomas Coates, Tillamook, Ore.

Sept. 6-8—MARYLAND STATE FIRE SCHOOL and FIRE CHIEFS' CLUB OF MARYLAND. State Fire School and Meeting of Club, University of Maryland, College Park, Md. Director, Prof. R. B. Criswell, University.

Sept. 7-8—DELAWARE VOLUNTEER FIREMEN'S ASSOCIATION. 18th Annual Convention, Newark, Del. Secretary, Warren W. Pettyjohn, Dover, Del.

Sept. 12-15 — INTERNATIONAL MUNICIPAL SIGNAL ASSOCIATION. 43rd Annual Convention, Lord Baltimore Hotel, Baltimore, Md. Secretary, Irvin Shulsinger, 7 East 42nd Street, New York City.

Sept. 12-15—LOUISIANA STATE FIREMEN'S ASSOCIATION. 33rd Annual Convention, Minden, La. Secretary, T. E. Wright, Houma, La.

Sept. 14-15 — MISSOURI ASSOCIATION OF FIRE FIGHTERS. 13th Annual Convention, Trenton, Mo. Secretary-Treasurer, M. J. Mulvoy, 3500 South Grand Blvd.. St. Louis, Mo.

Sept. 15-17—INTERNATIONAL ASSOCIATION OF POLICE AND FIRE SURGEONS. Annual Convention, Atlantic City, N. J. Secretary, Dr. Harry M. Archer, 47 West 85th Street, New York City.

Sept. 20-21—IOWA FIREMEN'S ASSOCIATION. 61st Annual Convention, Belle Plaine, Iowa. Secretary-Treasurer, Paul A. Soener, Independence, Iowa.

Sept. 23 - 24 — NEW JERSEY STATE FIREMEN'S ASSOCIATION and NEW JERSEY STATE FIRE CHIEFS' ASSOCIATION. 61st Annual Convention, Atlantic City, N. J. Secretary, Firemen's Association, Evan F. Benners, 602 Chamber of Commerce Bldg., Newark, N. J. Secretary, Chiefs' Association, Fred A. Trowbridge, Morristown, N. J.

Sept. 26-29—CALIFORNIA STATE FIREMEN'S ASSOCIATION. 16th Annual Convention, Santa Barbara, Cal. Secretary-Treasurer, Harry E. Strasser, P. O. Box 506, San Diego, Calif.

Oct. 4-6—FIREMEN'S ASSOCIATION OF THE STATE OF PENNSYLVANIA. 59th Annual Convention, Lebanon, Pa. Secretary, Chief Charles E. Clark, P. O. Box 217, Wayne, Pa.

Oct. 18-20—ILLINOIS FIREMEN'S ASSOCIATION. 51st Annual Convention, Père Marquette Hotel, Peoria, Ill. Secretary, Asst. Chief Roy W. Alsip, Champaign, Ill., or Chief Frank Hazzard, Peoria.

Oct. 18-20—NEBRASKA STATE VOLUNTEER FIREMEN'S ASSOCIATION. 57th Annual Convention, Fremont, Neb. Secretary-Treasurer, Louis A. Novak, Room 5, Koehn Bldg., Norfolk, Neb.

Oct. 19—FIRE CHIEFS' EMERGENCY PLAN OF WESTCHESTER COUNTY. Regular Meeting, Halstead Manor Fire House, Mamaroneck, N. Y. Secretary, Captain Howard Geer, Fire Headquarters, Rye, N. Y.

Oct. 21-22—ALABAMA STATE FIREMEN'S ASSOCIATION. 3rd Annual Convention, Mobile, Ala. Secretary, George E. Crossett, 1916 6th Ave., North, Birmingham, Ala.

Nov. 2-5—INTERNATIONAL ASSOCIATION OF FIRE CHIEFS. 66th Annual Conference, New Orleans, La. Secretary-Treasurer, Ex-Chief James J. Mulcahy, 16 Franklin Ave., Yonkers, N. Y. Chairman, Exhibits, Chief James T. Keegan, Salvage Corps, 227 Washington Street, Newark, N. J.

Talk on Burns

Dr. R. H. Aldrich, of the Page Foundation, gave an illustrated talk on the treatment of first, second, and third degree burns at the meeting of the Massachusetts Fire Prevention Association which was held on January 31, in the assembly room of the New England Insurance Exchange in Boston. Captain Joseph McCarthy, Weymouth, presided.

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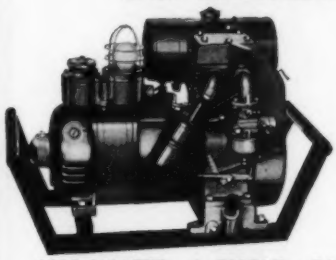

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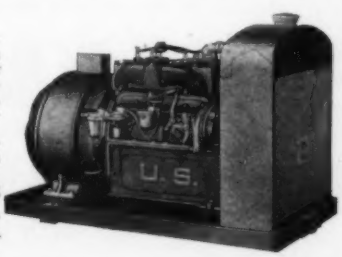

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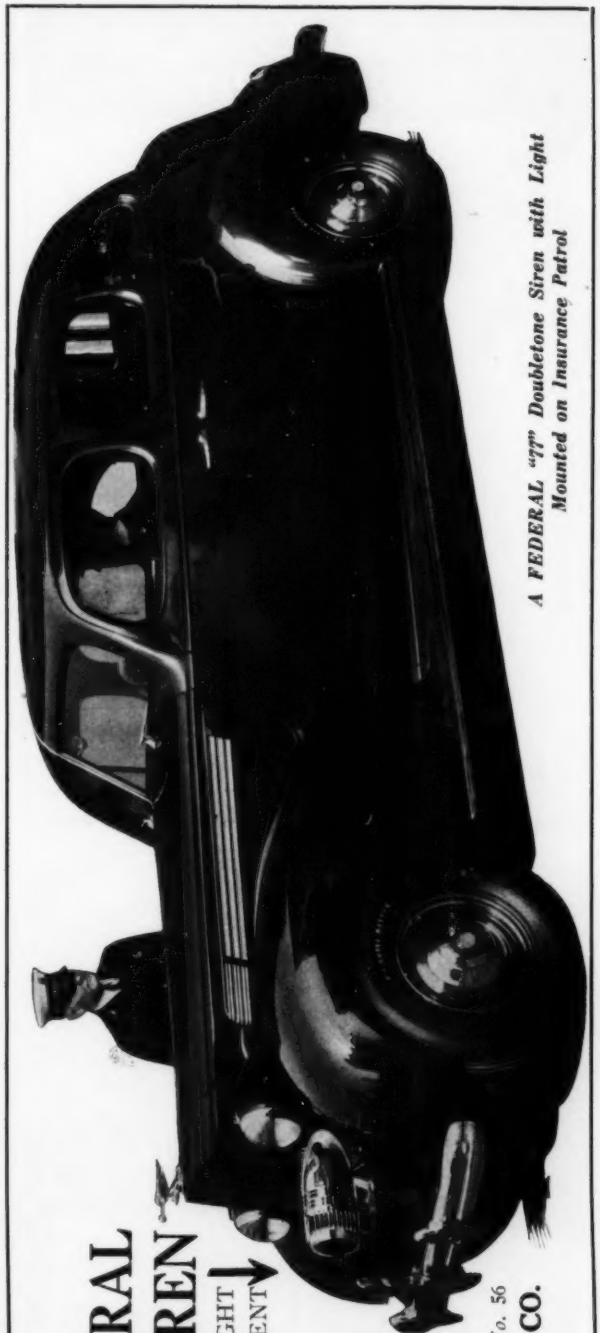

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AERIAL LADDER CREDITED WITH SAVING MAN IN NOVEL RESCUE

Use of New Aerial Ladder Makes Possible Stretching of Rope for Breeches Buoy to Save Man Who Had Fallen in River

By James C. Sullivan
Chief of Fire Department, Lowell, Mass.

ON the night of February 3, about 11:15 p.m., Edward Giblin of Lowell while on his way home from a social event thought that the ice-covered Merrimack River would provide a short cut to his home on Stevens Street. A short distance below the point where he started to walk across the ice is the Pawtucket Falls, and for a distance of some twenty-five feet above the falls there was open water. The weather was fair, with a temperature of about eighteen degrees above zero. In the darkness he must have walked into the open water above the dam, as the dam forms an irregular line across the river. About five feet of water was flowing over the dam, and some fifteen feet below the dam is a mass of large and small rock formation, with many swiftly flowing channels. Falling into the water above the dam, he was quickly swept over the falls and, fortunately for him, onto one of the smaller rocks just below the falls and close enough to become thoroughly drenched by the spray from the falls. His shouts attracted the attention of a passerby who investigated and notified the Police and Fire Departments.

The Rescue Squad of the Lowell Fire Department responded, along with several cruising cars. The portable lighting equipment of the Fire Department quickly located the man on a small rock near the falls, a distance of about 300 feet from shore. The surging current of water and distance from shore of the victim soon made it apparent that outside help was needed. So a call was made to the Coast Guard Station at Newburyport, Mass., a distance of about 30 miles from Lowell. In very fast time, escorted by State troopers, the Coast Guard unit reached Lowell. State troopers from nearby barracks were also notified and soon responded to aid in the attempted rescue.

Lead Line Shot Across Falls

The Coast Guard unloaded their kit and soon set the gun to shoot a lead line across the river, a distance of over 600 feet. Two lights were set up as targets on the opposite shore, and the iron projectile scored a perfect hit. But alas! The line caught on the iron posts holding the flashboards on the dam and due to the large amount of rope used to cross the river it was impossible to put strain enough on the rope to raise it.

Aerial Ladder Called Into Use

This is the point where the Lowell Fire Department's new Seagrave aerial ladder came into use. Called by a telephone alarm at 11:45 p.m., the ladder company responded.

The first maneuver was to back the ladder to the river bank, with the tractor and base of the ladder nearest the street. The rope leading across the river was attached to the ladder and the ladder was raised in an attempt to lift the rope from the river bed and to free it from the flashboards. But the rope broke under the strain. It was then apparent that a similar attempt to shoot a line across the river at this point would be unsuccessful due to the line becoming fouled on the flashboards. So Coastguardsmen, state troopers, and numerous volunteers walked across the ice some distance above the falls, carrying with them one end of a heavy rope (about 1¼ inches in diameter), and reached the opposite shore.

End of Line Carried by Truck Along Bank

The problem then was to get the end of the rope on Varnum Avenue down over the victim on the rock. Trees, electric and telephone wires afforded tremendous obstacles. The aerial ladder was again called upon to do its part.

Rescue Rope Stretched from Aerial Ladder

It was necessary to get the end of the line on Varnum Avenue over the man on the rock. The end of the rope was at this time about 250 feet up Varnum Avenue from the point desired. The aerial ladder was raised and extended to about 65 feet. A ladderman made the heavy line fast to the top of the extension ladder. The ladder was then raised about ten feet higher so that the rope would clear the trees and telephone wires, but the aerial ladder was not turned either right or left. Slowly but surely the ladder truck made its way down the street with its ladder extended some 75 feet in the air carrying the life line to the point desired. The weight of the heavy rope extending across the river (about 1,000 feet) was a terrific strain on the extended ladder, but now a serious situation presented itself.

Ladder Carries Rope to Desired Spot

The people on the opposite shore (Pawtucket Street) began to pull on the rope attached to the extended aerial ladder. The driver asked some of the spectators to get on the running board to help offset the apparent tendency to overturn the truck. The rope was nearly at the point desired, but as a safety measure the truck was stopped and by means of the two-way radio cars of the Police Department word was sent across the river to release the strain on the rope. The truck was again started and a few more feet brought the rope to the point desired; the aerial was lowered; the rope was taken from the aerial ladder and made fast to a nearby tree.

The slack of the rope in the river was now over the man on the small rock near the falls. Thinking it was his means of escape he grabbed hold of it and in spite of yells from shore to let go of the rope, he held on and jumped into the water. The crowd on shore thought that he would be drowned, as at times he disappeared from sight. But then a hand appeared above the water, the crowd on shore pulled on the rope, and the man finally scrambled onto a large rock some distance from where he was first trapped. This was about 3:30 a.m.

A time element was also involved, as doctors who were on shore felt that unless rescue was soon made, the man would die from exposure and cold.

After many hours of hard work, the necessary lines were stretched and made fast, and by means of a breeches buoy, a Coastguardsman made the rescue shortly after 7 a.m.

After a stay in the hospital the man has apparently recovered from his harrowing experience.

All who witnessed the rescue of the man from the rock—coastguardsmen, firemen, policemen and citizens generally—are unanimous in the belief that the rescue would have been impossible without the assistance of the aerial ladder.

This aerial ladder went through a severe test, but I am glad to say there is no apparent serious damage to the ladder.

As the primary purpose of all Fire Departments is the saving of life and property, I am glad that we had the necessary equipment in this unusual case.

Potter Named Chief of Greenwich

Stuart M. Potter, Assistant Chief of the Sound Beach Fire Department for the past fifteen years, has been appointed the newly created post of paid Chief of Greenwich, Conn., at a salary of $3,500.

Chief Potter joined the Sound Beach Fire Department Old Greenwich, Conn., on November 7, 1911; was elected Lieutenant on May 4, 1916; Captain on May 2, 1918; Assistant Chief on May 10, 1923.

He is a member of the I.A.F.C., New England Association of Fire Chiefs, Fairfield County Fire Chiefs' Emergency Plan, and the Connecticut State Firemen's Association.

Chief Stuart M. Potter

Baltimore Volunteers Meet

A regular meeting of the Baltimore County Volunteer Firemen's Association was held in Pikesville, Md., February 23, with about one hundred persons present.

Mr. Clautice is General Chairman of the committee on the June fire convention in Baltimore. He told the members of his efforts in having hotel rates reduced for the meeting.

Chief Orban described a map being prepared for the benefit of the telephone company. A copy of this map will hang in every exchange to enable the operators to see the district of every company in Baltimore County. This will allow them to call the engine which is located nearest the fire. This is not always done at present.

The next meeting of the association will be held in Glyndon, Md. Volunteers will attend Rev. Minter's church in Baltimore in a body on March 20.

OTIS SMITH.

Phelan Named Chief of Trenton, N. J.

As announced in the last issue, Deputy Chief Thomas J. Phelan was named as Chief of the Trenton, N. J., Fire Department, on March 1, taking the place of Chief Roland H. Weigand, retired.

Chief Phelan was born at Athol, Mass., on May 28, 1892. His service as an officer of the Trenton Fire Department dates back to January 4, 1921 when he was appointed a Lieutenant; Captain, April 1, 1923; Battalion Chief, June 1, 1928; Assistant Chief, June 19, 1935; Deputy Chief on February 25, 1936, and Chief on March 1, 1938.

Chief Thomas J. Phelan

Chief Ware, Hanover, Dead

Chief Lewis A. Ware, Hanover, N. H., Fire Department, died on February 2 at his home in Hanover at the age of 52. He was a member of the New Hampshire Fire Chiefs' Club, the New England Association of Fire Chiefs, and the International Association of Fire Chiefs.

HARRY BELKNAP.

Prevention Measures Halt Danger

When a 1,000 gallon underground gasoline tank sprank a leak in Winchester, Mass., on January 19, Chief David H. DeCourcy of the Winchester Fire Department, took precautions to guard against ignition of the fumes by shutting off the area affected and using foam and chemicals in the basements of several stores into which the leaking gasoline had seeped. HARRY BELKNAP.

Meet Chief McAlpine

This is intended to serve as an introduction to Chief G. R. McAlpine, who since March 1 has been head of the Fire Department at Oklahoma City, Okla.

He entered the fire service on July 1, 1913, and the military service in October, 1917. He commanded the military Fire Department at Kelly Field, Texas, from December 1, 1917, until March 20, 1919. He returned to the department at Oklahoma City after being mustered out, and was promoted to Deputy Chief in March, 1921, First Assistant Chief on August 1, 1928, and on February 7 was appointed Chief to become effective on March 1.

Chief G. R. McAlpine

Fairfield Chiefs Hear About Underwriters' Laboratories

A feature of the regular meeting of the Fairfield Fire Chiefs' Emergency Plan was a sound film describing the workings of the Underwriters' Laboratories, Chicago, and illustrating the various methods of testing material and devices as to their fire resisting and fire fighting qualities.

The meeting was held at the Trumbull, Conn., school house on Wednesday evening, March 23, and was well attended. The Plan was welcomed by First Selectman Joseph Giani, and Chief Carl Peterson, Trumbull Township. Selectman Giani referred to the problem of private cars crowding into the fire district when an alarm is sounded, and asked what other Chiefs had done to remedy the trouble. Chief Anderson, Cos Cob, said that in Greenwich Township they had a special Fire Patrol that policed the fire district and controlled traffic at the time of a fire. Others also spoke on the subject.

A Nominating Committee, to prepare a ticket for election of officers at the May meeting, was appointed by Vice-President Thomas Carroll, Fairfield, who presided in place of President Scully, as follows:

Chiefs Sydney Stapely, Nichols; Daniel Knickerbocker, Springdale; Frank Gisborne, Old Greenwich; William Handley, Darien, and Commissioner Jesse Meeker, Fairfield.

It was announced that the next meeting would be at Darien. Refreshments were served by the Trumbull department at the close of the meeting.

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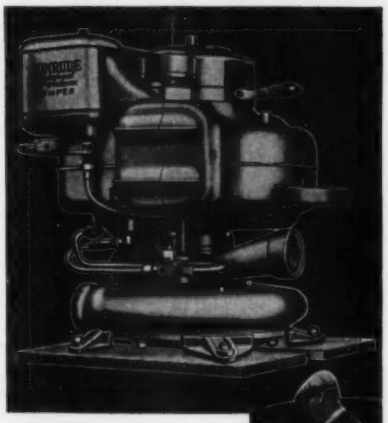

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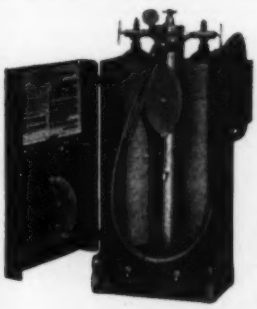

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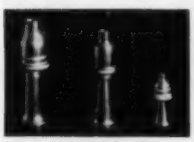

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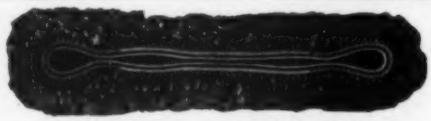

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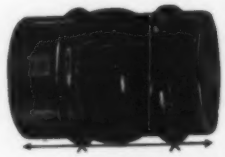

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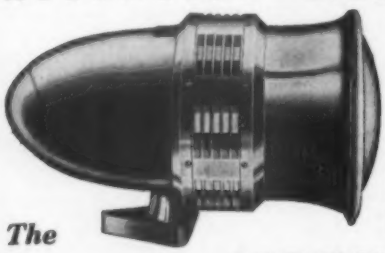

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NORTHERN PUMP COMPANY
ESTABLISHED 1907
MINNEAPOLIS, MINN.

Chief Davis and Aide Win Court Case

Ross B. Davis, Chief of Fire Depart-Philadelphia, and William Simmler, Deputy Chief, won an important victory for the legality of civil service protection when, after a twenty-month court case, the Supreme Court of the state ruled Chief Davis should be restored to active command and that Simmler, who was demoted to hoseman, should be restored to his former post of Deputy Chief.

The court held that the Mayor unlawfully demoted Simmler and that the city must restore to him his $4,500 year job and the difference in his back pay for that period which he served as hoseman. The Mayor promoted Charles A. Gill to

Chief Ross B. Davis

Deputy Chief and then had him serve as acting Chief, shelving Chief Davis.

The court decision brings to an end a three-year fight by the Mayor to oust Chiefs Davis and Simmler from the two head posts in the Fire Bureau.

The two men affected by the decision hailed the verdict as exoneration of charges made of inefficiency and misconduct and as proof that politics cannot enter the administration of the Fire Bureau.

After his demotion to hoseman and while his case was in the courts, Simmler reported for duty daily without being given an assignment. Chief Davis said that this demotion was an abuse of power.

He also said:

"This is one of the most important civil service cases ever tried, and civil service reform experts all over the nation were watching it. It's a grand verdict. It will go a long way toward improving the morale of the men, and it is a great victory for Philadelphia, the civil service, and the Fire Bureau."

Charles A. Gill, Acting Chief, goes back to his previous post of Battalion Chief.

Westchester Chiefs Meet at North Tarrytown

The regular monthly meeting of the Fire Chiefs' Emergency Plan of Westchester County was held at the quarters of Rescue Hose Company North Tarrytown, N. Y., on the evening of Wednesday, March 16, with 185 present. President Woolley called the meeting to order and introduced Chief Pedduzzi, the host, who presented Mayor Edward Martin of North Tarrytown. Mayor Martin welcomed the Plan and presented Fire Commissioner Edward Powers who, in turn, presented Trustees Herring and Owens.

President Woolley then introduced the following guests: Commissioner Hetling and Captain William Beviere, Ardsley, Assistant Chief Meany, Greenwich, Conn., Chief Gisbourne, Old Greenwich, Conn., Assistant Chief Anderson, Cos Cob, Conn., Captain Wier and fireman F. Slagle of Poughkeepsie, and Chief Robert Jackson, Bedford Hills.

Commissioner Earl Krows, Chairman of the Special Finance Committee, reported that he had received the suggested tentative outline for financing the Plan and had this under advisement for submittal to the committee—the Board of Directors and officers.

Chief Gilleo was asked to read a paper prepared for the plan. The subject was "Fires in Coal Pockets and Coal Storage." The paper proved instructive and brought out some discussion by Chief Mulcahey, Chief Van de Water, Mr. Seagrave and others.

President Woolley called upon the members to discuss questions from the Question Box. The first question was handled by Chief Cropsey, the subject being: "Should hose lines be charged without orders from commanding officer?" The result was definitely "No." Many Chiefs joined in discussing this subject. The next question was "Should equipment for an Emergency job or Squad Car be enclosed or open?," Chief LeVino, who handled this subject, felt that this was a local problem, but in his case, the tools and equipment were enclosed. Chief Ferris, Katonah, explained the equipment in use by his department and how it was operated.

The next question covered the use of 1½ inch hose and was handled by Chief Van de Water. It was felt that 400 or 500 feet was a reasonable supply. Chief Brennan and others discussed this question, pointing to the saving in water damage, greater facility with which such hose streams could be handled, etc. Chief Jackson also contributed suggestions. President Woolley asked for suggestions as to the amount of 1½ inch hose to be carried on pumpers and Chiefs Mulchaey, Brennan, Jackson and others contributed suggestions. Chief Ferris related the story of a fire where four pumpers and two miles of hose were used in relaying up a steep grade to get two effective streams on a fire.

Chief Brennan presented a question that was somewhat ambiguous, but asked how a fire would be fought in a building 90 x 140 with over 400,000 sq. ft. of space, with only 1,250 gallons of water available. Chief Brennan felt it would take a miracle man to handle such a job and he pointed out where the question was indefinite and how impossible it was to answer it. He then offered his answer, after pointing out the factors of life hazard, wind direction, exposures, location of fire (front or back), etc.

Chief Van de Water asked for suggestions on handling culprits caught turning in false alarms—particularly minors. This bought out discussion by Chief Gisbourne, Chief Mulchaey and others.

It seemed to be the general opinion that to prosecute these minors through police channels was not warranted.

Refreshments were served by Chief Pedduzzi and his men.

Boston Buffs Organize

An organization known as the Metropolitan Boston Sparks Association, has been formed to strengthen the ties between the civilians and the fire force. The organization meeting was held at the office of Benjamin Ellis, Beacon Street, Brookline, Mass., following a four-alarm fire.

Practically all the members are equipped with short wave radios in their cars and at their homes so that they can be informed of all major alarms.

President Ellis traveled 260 miles to witness the five-alarm oil fire at Greenpoint, Long Island, and he was also at the scene of the recent Lynn fire.

The association hopes in time to have its own building, in which can be housed a fire museum.

Chief Goff Resigns

After serving as head of the Oklahoma City Fire Department for seventeen years, Chief George Goff resigned, to further his campaign for Sheriff.

At a get-together arranged by the men to mark his retirement, he sprang a surprise by presenting a gold badge and an emblem for the cap to G. R. McAlpine, the new Chief. In return, Chief McAlpine presented a diamond ring to the former Chief—both were gifts from the men.

Chief Goff urged the firemen, in his swan song, to stay out of politics. He said:

"It won't do you any good. You'll find you've built up a gun that'll turn around and backfire on you in the next

Ex-Chief George Goff

election. Let them fire you for not being a politician, rather than being one.

"I may be a good farmer pretty soon. You can't tell. Come out and see me, and call me 'George', the same as always."

FALSE ALARMS

FOLLOW THE LEADER

In a mid-western town, a dozen firemen jumped into automobiles and headed for the fire station when they heard the siren blow.

As they approached the station, they saw the Chief pull out of his garage and roar down the street. The volunteers followed.

The cars sped out of the town and soon crossed the county line about eight miles out. It was then that one of the volunteers sped alongside the Chief and asked:

"Where is the fire?"

"Fire! What fire? I'm headed on a trip to hunt pheasants."

Back raced the firemen, but when they reached the town the fire was out.

Here's to the girl who steals, lies and swears: Steals into your arms, lies there, and swears that she'll never love another.

LABOR OF LOVE

Jimmy was quite a neighborhood boy, kind-hearted, witty, and ever ready to earn a few cents. The men at the station found him very useful in running errands, and Jimmy was always willing to go.

He went by the station wheeling his baby sister's perambulator. The man who was polishing the brass, saw him, through the open door.

"Hey, Jimmy," he said good naturedly, "do you get paid for that?"

"Naw. This is free wheeling."

He named his pig, "Ink," because he was always running out of the pen.

SALES RESISTANCE

He was one of a group of men who were out selling tickets for the "Battle of the Flames," a feature spectacle that was to be staged at the fair grounds for the benefit of the firemen's pension fund.

He tried his best to get a man to buy a ticket.

"Sir, you'll see more excitement for two dollars than you ever saw before."

The other fellow eyed the fireman for awhile and said:

"I don't know. That's what my marriage license cost me."

There's no game like football. The afternoon of a game it is possible to walk down the street with a blonde on one arm and a blanket on the other without causing people to raise their eyebrows.

JUST LIKE HOME

Lots has been said about the advantages of a California climate, but those concerned with the fire service admit that the climate has brought about a type of fire house that is distinctly different from those in New England.

This a fireman from the brisk northeast soon found out. He was on a motor tour to the coast. In southern California he saw a very attractive and to him elaborate fire house and he stopped to make a call. He introduced himself as a fireman and was shown about the place. As some work was being done in the station, a suggestion was made the visitor sit in the patio.

"Why don't you go sit in the patio?"

The visitor was puzzled. He thought perhaps that he hadn't heard correctly.

"Should I?" he asked another.

"Sure, why don't you?"

"Where is it?" he asked, still puzzled.

"It's outside."

As the fellow went out he mumbled to himself, "Praise be! At least that's something like we have at home."

For years the two sexes have been racing for supremacy. Now they have settled down to neck and neck.

The morning after the night before,
The station cat came back at four.
The innocent look in her eyes had went,
But the smile on her face was a smile of content.

LAST BUT FIRST

Before the trial commenced, the judge looked at the defendant, who was charged with disregarding traffic signals and being responsible for an accident that caused damage to the ladder truck.

"Do you challenge any of the jury?" the judge asked.

The fellow looked at the group of men for awhile and then replied:

"I think I can lick that little guy on the end."

A man doesn't have to be crazy to be in love—but it helps.

OBSERVATIONS ~ 1938 ~
"Maybe Your State Will Be Next"
AT ANDERSON, IND. BEAUTIFUL ROCK GARDEN
AND ANDERSON'S FIRST FIRE APPARATUS (1875) IN REAR OF CHIEF CLEM'S HEADQUARTERS HIS OWN HOBBY.
CHIEF F.D. FOR LIFE
HONOR ACCORDED BY THE CITY COUNCIL NORTH CANTON, OHIO TO CHIEF SMITH (JANUARY 1938).
"Maybe He Might Ever Open A Good Poker Game."
ONE CAPTAIN A CLEVER LOCKSMITH AND EXPERT ON GUN REPAIRS
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"WATCH THEIR SMOKE!"
SOUTH BEND, INDIANA F.D. 6 "HAWAIIANS"
REGULAR OUTFIT OF MUSICAL F.D. ENTERTAINERS ~ GIRLS ARE FIREFIGHTERS' DAUGHTERS
CHIEF DOLCAMP GOSHEN, IND. HAS HIS OWN IDEAS ABOUT ROOF LADDERS ~
"THEY FIT THE HALLERS, TOO."
AT KENDALLVILLE INDIANA
VETERAN F.D. HEAD 25 YEARS
CHIEF GEO. M. KIMM IS A CRACKERJACK PIPE ORGAN BUILDER!
FORT WAYNE, INDIANA
FIRE LIEUTENANT'S DOG, "SPOTTY", SLEEPS AS BUNNY GNAWS DOWN APPLE TREE NEARBY. (AUTHENTICITY QUESTIONED)
AT BUCYRUS, OHIO WM. F. MADER HAS BEEN FIRE CHIEF SINCE 1888 AND A SUBSCRIBER TO FIRE ENGINEERING SINCE 1892.
ART ESPET ~ AT SOUTH BEND, IND. 3/30/38

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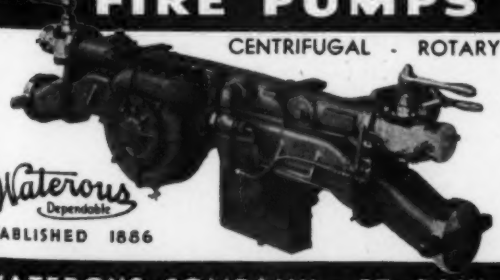
CENTRIFUGAL - ROTARY



ESTABLISHED 1886

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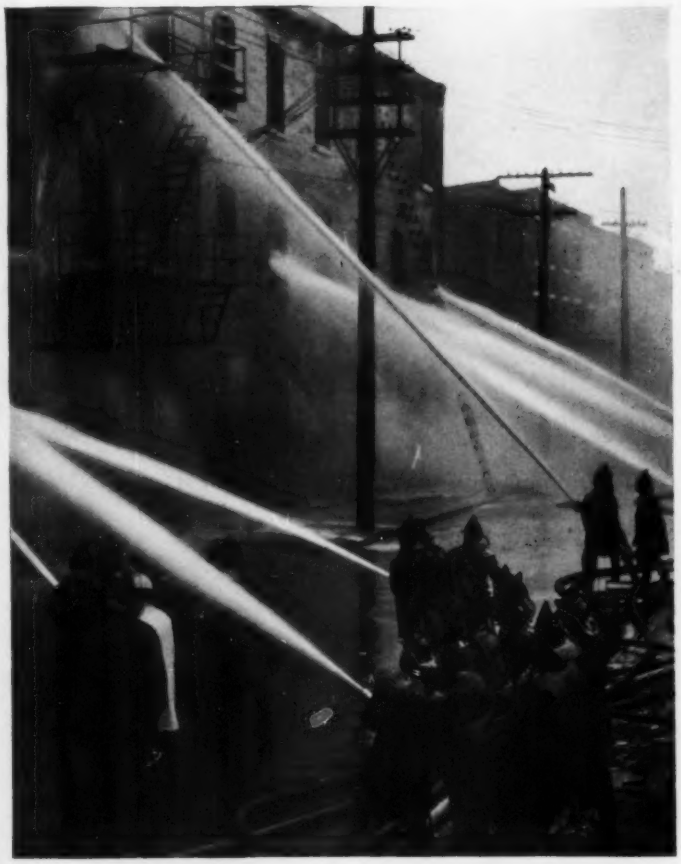

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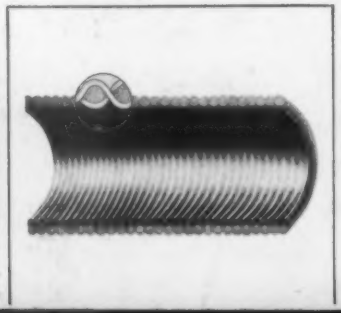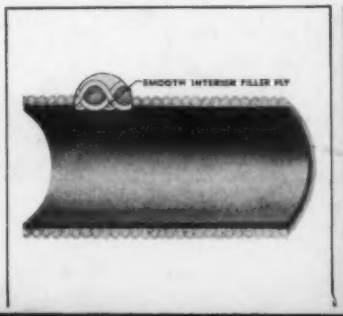
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